SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

133

TIME TABLE

FOR THE

SAN JOAQUIN DIVISION

To Take Effect Sunday, November 18, 1917, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.
The Company reserves the right to vary from this time-table at pleasure.

W. R. SCOTT,
Vice-President and General Manager.

D. W. CAMPBELL,
Assistant General Manager.

R. L. RUBY,
Acting Superintendent of Transportation.

FRESNO AND BAKERSFIELD SUBDIVISION.

Eastward. FROM SAN FRANCISCO. TOWARD SAN FRANCISCO. Westward.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS	FIRST CLASS			Distance from San Francisco		Time Table No. 133 November 18, 1917	Distance from Exeter	FIRST CLASS			THIRD CLASS
	238	90	96	108					93	83	107	239
	Fresno Porterville Way Freight	Fresno Bakersfield Passenger	Fresno Porterville Passenger	Los Angeles Express					Porterville Fresno Passenger	Bakersfield San Francisco Passenger	Fresno Express	Porterville Fresno Way Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
WFTOP YARD }	4.40AM	5.25PM	12.15PM	7.00AM	205.5	DN-R	**FRESNO** 1.5	51.9	s 10.45AM	s 12.50PM	s 7.45PM	3.10PM
					207.0		A. T. & S. F. Crossing 0.1	50.4				
					207.1		BALL (Spur) 0.8	50.3				
17					207.9		MARS 0.6	49.5				
11	5.00	5.35	f 12.26	f 7.12	208.5		BLOSSOMA 0.5	48.9	f 10.33	f 12.38	f 7.33	2.50
Y			f	f	209.0		LUVITA (Spur) 1.6	48.4	f		f	
			f	f	210.6		ESHEL (Spur) 1.2	46.8	f		f	
27 27	5.10	5.40	f **12.33**	f 7.17	211.8		BUTLER 1.2	45.6	f 10.27	f **12.33**	f 7.27	2.35
Y			f	f	213.0		LOCANS (Spur) 1.5	44.4	f	f	f	
32	5.20	5.44	f 12.40	f 7.22	214.5		IVESTA 1.4	42.9	f 10.22	f 12.27	f 7.22	2.20
93	5.25	f 5.47	f 12.43	f 7.25	215.9		CLOTHO 3.9	41.5	f 10.20	f 12.25	f 7.20	2.15
40W	6.00	s 5.55	s 12.52	s 7.35	219.8	D	SANGER 0.8	37.6	s 10.13	s 12.18	s 7.12	2.00
					220.6		WINE ASS'N (Spur) 0.4	36.8				
10					221.0		REKA 1.8	36.4				
20	6.10	f 6.01	f 12.58	f 7.42	222.8		TARN 2.5	34.6	f 10.05	f 12.10	f 7.04	1.15
30	6.20	6.06	f **1.04**	f 7.47	225.3		FARGO 1.8	32.1	f 10.00	f 12.04PM	f 6.58	**1.04**
					227.1		UVA (Spur) 0.5	30.3				
					227.6		EFCO (Spur) 0.3	29.8				
14	6.30	6.12	f 1.10	f 7.53	227.9		LACJAC 0.1	29.5	f 9.55	f 11.58AM	f 6.52	12.40
					228.0		A. T. & S. F. Crossing 1.1	29.4				
					229.1		SAMUELS (Spur) 0.8	28.3				
58	7.05	s 6.20	s 1.18	s 8.01	229.9	D	REEDLEY 5.1	27.5	s 9.50	s 11.52	s 6.46	12.30PM
68W	**8.15**	s **6.33**	s 1.30	s **8.15**	235.0	D	DINUBA 2.2	22.4	s 9.38	s **11.40**	s **6.33**	**11.40AM**
9		f	f	f	237.2		SMYRNA 2.4	20.2	f	f	f	
29 15	8.45	f 6.48	s 1.41	s 8.25	239.6		MONSON 4.0	17.8	s 9.25	s 11.25	s 6.19	10.20
					243.6		A. T. & S. F. Crossing 2.8	13.8				
30 30	**9.10**	7.03	f 1.55	f 8.40	246.4		TAURUSA 2.9	11.0	f **9.10**	f 11.09	f 6.04	9.55
		f 7.09	f 2.01	f 8.46	249.3		VENICE HILL 0.4	8.1	f 9.03	f 11.02	f 5.57	
20	**9.35**	7.10	2.02	8.47	249.7		KLINK 1.1	7.7	f 9.02	11.01	5.56	**9.35**
14					250.8		DORSEY (Spur) 1.4	6.6				
23			f	f	252.2		ROCHE 0.9	5.2	f	f	f	
28 32	10.00	7.18	f 2.10	f **8.55**	253.1		CAPLIN 0.9	4.3	f **8.55**	f 10.54	f 5.49	9.20
					254.0		LORT (Spur) 1.1	3.4				
7					255.1		MUSK 2.3	2.3				
39WY	10.15AM	s 7.27PM	s 2.20PM	s **9.05AM**	257.4	DN-R	**EXETER**	0.0	8.45AM	10.45AM	5.40PM	**9.05AM**
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(51.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(5.35)	(2.02)	(2.05)	(2.05)			………………Time over District………………		(2.00)	(2.05)	(2.05)	(6.05)
	9.29	25.52	24.91	24.91			………………Average speed per hour………………		25.95	24.91	24.91	8.53

Westward trains are superior to trains of same class in opposite direction.

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward FROM SAN FRANCISCO — TOWARD SAN FRANCISCO Westward

Time Table No. 133
November 18, 1917

Capacity of passing sidings in car lengths, and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS	SECOND CLASS	FIRST CLASS				Distance from San Francisco		STATIONS	Distance from Famoso	FIRST CLASS					SECOND CLASS	THIRD CLASS
	238	98	90	96	94	108					93	83	97	107	87	99	239
	Fresno Porterville Way Freight	Porterville Springville Passenger	Fresno Bakersfield Passenger	Fresno Porterville Passenger	Coalinga Porterville Passenger	Los Angeles Express					Porterville Fresno Passenger	Bakersfield San Francisco Passenger	Springville Armona Passenger	Fresno Express	Oil Fields Flyer	Springville Porterville Passenger	Porterville Fresno Way Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
39 WY	11.15AM		7.30PM	2.25PM	10.47AM	9.10AM	257.4	DN-R	**EXETER** 3.1	52.4	s 8.40AM	s 10.40AM	s 2.25PM	s 5.35PM	s 10.01PM		8.00AM
	11.30AM		f 7.37	f 2.33	f 10.55	f 9.18	260.5		BURR 2.3	49.3	f 8.32	10.31	f 2.17	f 5.27	9.53		7.40
							262.8		VANCE 1.5	47.0							
125	12.15PM		s 7.47	s 2.42	s 11.03	s 9.26	264.3	D	LINDSAY 1.2	45.5	s 8.25	s 10.23	s 2.10	s 5.20	s 9.47		7.20
10							265.5		WADNA (Spur) 0.3	44.3							
							265.8		STOUT (Spur) 2.6	44.0							
49	12.40		s 7.56	s 2.50	s 11.11	s 9.34	268.4	D	STRATHMORE 2.5	41.4	s 8.14	s 10.14	s 1.59	s 5.10	f 9.38		6.35
22 12	12.55		f 8.01	f 2.55	f 11.16	f 9.39	270.9		ZANTE 1.3	38.9	f 8.08	10.08	f 1.53	f 5.03	9.33		6.20
				f		f	272.2		LISKO (Spur) 1.5	37.6	f		f	f			
				f		f	273.7		KURTH 1.1	36.1	f		f	f			
	1.05	10.05AM	s 8.10	s 3.05	s 11.25	s 9.50	274.4		**PORTERVILLE** 0.4	35.4	s 8.00	s 10.00	s 1.45	s 4.55	s 9.26	1.30PM	6.10
57 WY	1.15PM	s 10.10AM	8.15	s 3.10PM	s 11.30AM	9.55	274.8	D-R	**EAST PORTERVILLE** 0.7	35.0	7.50AM	9.55	1.35PM	4.50	9.21	1.25PM	6.00AM
							275.5		BONAR (Spur) 1.0	34.3							
25			8.19			f 10.00	276.5		PONCA 1.5	33.3		9.49		f 4.44	9.18		
39			f 8.22			f 10.03	278.0		LOIS 4.6	31.8		f 9.46		f 4.41	9.15		
41 30			s 8.32			s 10.13	282.6	D	TERRA BELLA 4.5	27.2		s 9.38		s 4.32	f 9.08		
18 25			s 8.43			s 10.23	287.1	D	DUCOR 2.9	22.7		s 9.28		s 4.22	f 9.00		
29 29			f 8.53			f 10.30	290.0		ORRIS 4.9	19.8		f 9.20		f 4.15	8.53		
16			f 9.05			f 10.40	294.9		RICHGROVE 4.1	14.9		f 9.11		f 4.05	8.45		
30			f 9.13			f 10.48	299.0		JASMIN 10.8	10.8		f 9.03		f 3.55	8.38		
91 TW			s 9.30PM			s 11.07AM	309.8	DN-R	**FAMOSO** (52.4)	0.0		8.45AM		3.37PM	8.20PM		
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(2.00) 8.70	(0.5) 4.80	(2.00) 26.20	(0.45) 23.20	(0.43) 24.27	(1.57) 26.87			....................Time over District.................... ....Average speed per hour....................		(0.50) 20.88	(1.55) 27.34	(0.50) 20.88	(1.58) 26.63	(1.41) 31.13	(0.5) 4.80	(2.00) 8.70

Westward trains are superior to trains of same class in opposite direction.

Eastward FROM SAN FRANCISCO — TOWARD SAN FRANCISCO Westward

Time Table No. 133
November 18, 1917

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	FIRST CLASS	Distance from San Francisco		STATIONS	Distance from Springville	FIRST CLASS
	98					99
	Porterville Springville Passenger					Springville Porterville Passenger
	Leave Daily					Arrive Daily
53 WY	10.15AM	274.8	D-R	**EAST PORTERVILLE** 1.8	15.9	s 1.20PM
		276.6		SABIN 1.5	14.1	
	f 10.27	278.1		ADOBE (Spur) 1.9	12.6	f 1.10
	f 10.36	280.0		WORTH 1.6	10.7	f 1.00
30	f 10.43	281.6		MAGNESITE JCT. (Spur) 0.8	9.1	f 12.55
	f 10.50	282.4		SUCCESS 5.7	8.3	f 12.50
28 Y	f 11.15	288.1		CLAVICLE 2.6	2.6	f 12.30
	s 11.30AM	290.7	R	**SPRINGVILLE** (15.9)	0.0	12.20PM
	Arrive Daily					Leave Daily
	(1.15) 12.72			....................Time over District.................... ....Average speed per hour....................		(1.00) 15.90

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 98 is superior to No. 99.

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward

FROM SAN FRANCISCO

Time Table No. 133

November 18, 1917

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	252	242	212	248	26	50	8	90	84	104	108	86	Distance from San Francisco		STATIONS	
	THIRD CLASS				FIRST CLASS											
	Sunset Manifest Freight	Freight	Way Freight	Way Freight	The Owl	San Joaquin Valley Flyer	SanFrancisco Los Angeles Passenger	Fresno Bakersfield Passenger	San Francisco Bakersfield Passenger	Fresno Bakersfield Passenger	Los Angeles Express	Oil Fields Flyer				
	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
WFTOPY} Yard	2.30PM	7.00AM	6.30AM		11.40PM	10.50PM	6.45PM		3.15PM	8.35AM		6.25AM	205.5	Automatic Block Signals.	DN-R **FRESNO** 2.8	Double Track
										f			208.3		CALWA 0.8	
	2.50	7.20	6.45		11.51	11.00	6.55		3.25	8.45		6.35	209.1		**CALWA TOWER** A. T. & S. F. Crossing 1.3	
69	2.53	7.25	7.00		11.53PM	11.02	s 6.58		3.27	s 8.47		6.37	210.4		D MALAGA 3.0	
													213.4		HOVANT 1.7	(Spur)
95	3.05	7.40	7.40		12.01AM	11.10	s 7.08		3.35	s 8.57		6.45	215.1		D FOWLER 1.3	
										f			216.4		STAR 3.2	(Spur)
													219.6		WINEDALE 1.1	
140W	3.48	8.05	9.10		12.09	f11.20	s 7.20		s 3.48	s 9.10		f 6.55	220.7		DN SELMA 4.9	
67 W	4.00	8.25	10.17		12.15	f11.30	s 7.32		s 3.58	s 9.22		f 7.05	225.6		D KINGSBURG 1.5	
													227.1		SUMNER 4.2	(Spur)
69	4.15	8.50	10.40		12.22	11.37	f 7.42		4.05	s 9.32		7.12	231.3		TRAVER 2.4	
69	4.20	9.00	10.50		12.25	11.40	7.46		4.08	9.35		7.15	233.7		CROSS 5.4	
102WFY	4.50	9.25 10.05	11.20AM	4.00AM	12.32	s11.50	s 7.55 8.05		s 4.18	s 9.45 9.55		s 7.26	239.1		DN-R **GOSHEN JCT.** 6.5	
69	5.10	10.30		4.20	12.40	11.59PM	f 8.15	Runs via Porterville	4.26	f10.07	Runs via Porterville	7.35	245.6		TAGUS 4.1	
													249.7		A. T. & S. F. CROSSING 0.3	
100W	5.35	11.00		5.45	12.47	s12.10AM	s 8.31		s 4.35	s10.17		s 7.45	250.0		DN TULARE 1.5	
													251.5		BURLING 4.3	(Spur)
68	6.00	11.20		6.10	12.55	12.19	8.41		4.43	f10.27		7.55	255.8		OCTOL 4.6	
91 W	6.20	11.40AM		7.00	1.03	12.25	s 8.53		4.49	s10.37		8.01	260.4		D TIPTON 3.3	
										f			263.7		QUAIL 3.1	
67	6.51	12.01PM		8.09	1.13	12.33	s 9.06		4.57	s10.48		8.09	266.8		D PIXLEY 5.6	
69	7.05	12.20		8.35	1.21	12.40	f 9.15		5.04	s10.57		8.16	272.4		D EARLIMART 3.4	
													275.8		STONE 0.7	(Spur)
69	7.16	12.35		8.58	1.26	12.45	9.21		5.09	f11.03		8.21	276.5		RADNOR 4.2	
93 W	7.35	12.55		9.45	1.31	12.53	s 9.33		5.14	s11.11		f 8.28	280.7		D DELANO 6.3	
68	8.00	1.25		10.30	1.40	1.05	f 9.45		5.22	s11.22		f 8.42	287.0		D Mc FARLAND 3.9	
													290.9		HUNT 1.7	(Spur)
91TW	8.30	2.00 2.20		11.32	1.49	1.14	9.56	9.32PM	5.29	11.32	11.10AM	8.53	292.6		DN-R **FAMOSO** 3.3	
68	8.50	2.45		11.55AM	1.53	1.18	10.01	f 9.37	5.33	11.36	f11.15	8.57	295.9		PAGE 3.7	
													299.6		DOW 0.9	(Spur)
90	9.10	3.23		12.15PM	1.59	1.24	10.07	f 9.43	5.39	11.42	f11.22	9.03	300.5		N LERDO 5.3	
68	9.30	3.40		12.35	2.06	1.31	10.14	f 9.50	5.46	11.49	f11.30	9.10	305.8		SACO 2.8	
90	9.40	3.50		12.45	2.10	1.35	10.18	9.54	5.50	11.53	f11.34	9.14	308.6		DN-R **OIL JUNCTION** 2.5	
63	9.58	4.00		1.02	2.14	1.39	10.22	9.58	5.54	11.57AM	11.38	9.18	311.1		NOME 0.5	
													311.6		BREWERY 1.3	(Spur)
Yard WFTYOP}	10.20PM	4.20PM		1.20PM	s 2.20AM	s 1.45AM	s 10.30PM	s 10.05PM	s 6.00PM	s 12.05PM	¶11.45AM	s 9.25AM	312.9		DN-R **BAKERSFIELD**	
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(107.4)	
	(7.50) 13.71	(9.20) 12.89	(4.50) 6.95	(9.20) 7.91	(2.40) 40.27	(2.55) 36.82	(3.45) 28.64	(0.33) 36.91	(2.45) 39.05	(3.30) 30.69	(0.35) 34.80	(3.00) 35.80			....................Time over District ....Average speed per hour	

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS

No. 8 will stop on signal at all stations west of Bakersfield to receive passengers for stations east thereof.
No. 50 will stop on signal at all stations to receive passengers for Yuma or east.
No. 104 will stop at any station Famoso to Bakersfield to discharge passengers.

FRESNO AND BAKERSFIELD SUBDIVISION

TOWARD SAN FRANCISCO

Westward

Time Table No. 133

November 18, 1917

		STATIONS	Distance from Bakersfield	FIRST CLASS								THIRD CLASS			
				25	**49**	**109**	**83**	**51**	**107**	**105**	**87**	**247**	**241**	**213**	**251**
				The Owl	San Joaquin Valley Flyer	Sunset Express	Bakersfield SanFrancisco Passenger	Bakersfield SanFrancisco Passenger	Fresno Express	Bakersfield Fresno Passenger	Oil Fields Flyer	Way Freight	Freight	Way Freight	Sunset Manifest Freight
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily
Double Track	DN-R	**FRESNO**	107.4	s 2.50AM	s 4.50AM	s 10.55AM		s 4.17PM		s **9.00PM**	s 11.50PM		3.15PM	4.00PM	**8.50PM**
		2.8													
		CALWA	104.6												
		0.8													
		CALWA TOWER A. T. & S. F. Crossing	103.8	2.38	4.40	10.46		4.07		8.50	11.40		**2.45**	3.35	8.20
		1.3													
	D	MALAGA	102.5	2.36	4.38	10.44		4.05		s 8.48	11.38		2.35	**3.27**	8.15
		3.0													
		HOVANT (Spur)	99.5												
		1.7													
	D	FOWLER	97.8	2.28	4.30	s 10.37		s 3.58		s 8.40	f 11.30		2.15	**3.05**	7.50
		1.3													
		STAR (Spur)	96.5							f					
		3.2													
		WINEDALE	93.3												
		1.1													
	DN	SELMA	92.2	2.20	4.21	s 10.27		s **3.48**		s 8.30	f **11.20**		1.50	2.30	**7.20**
		4.9													
	D	KINGSBURG	87.3	2.13	4.13	s **10.17**		s 3.39		s 8.18	f 11.10		1.20	1.45	6.55
		1.5													
		SUMNER (Spur)	85.8												
		4.2													
		TRAVER	81.6	2.06	4.05	10.09		3.31		s 8.08	11.01		12.50	1.00	6.30
		2.4													
		CROSS	79.2	2.03	4.02	10.06		3.28		8.05	10.58		12.40	12.50	6.25
		5.4													
	DN-R	**GOSHEN JCT.**	73.8	1.56	s **3.53**	s **9.58** **9.55**		s 3.20		s **7.55** 7.45	10.50PM	12.15PM	12.10PM	12.30PM	6.00
		6.5													
		TAGUS	67.3	1.48	3.39	9.47		3.10		f 7.33		11.45AM	11.15AM		**5.10**
		4.1													
		A. T. & S. F. CROSSING	63.2												
		0.3													
	DN	TULARE	62.9	f 1.40	s 3.31	s 9.40		s 3.02		s 7.25		**11.15** **10.00**	**11.00**		**4.35**
		1.5													
Automatic Block Signals		BURLING (Spur)	61.4												
		4.3													
		OCTOL	57.1	1.31	3.19	**9.30**		2.52		f 7.09		**9.30**	**10.27**		4.10
		4.6													
	D	TIPTON	52.5	1.25	3.13	s 9.24		f 2.46		s 7.03		9.00	10.00		3.55
		3.3													
		QUAIL	49.2							f					
		3.1													
	D	PIXLEY	46.1	**1.13**	3.05	s 9.12	(Runs via Porterville)	2.38	(Runs via Porterville)	s **6.51**	(Runs Via Porterville)	**8.09**	9.30		3.30
		5.6													
	D	EARLIMART	40.5	1.05	2.57	f 9.04		2.31		f 6.40		7.25	9.10		3.16
		3.4													
		STONE (Spur)	37.1												
		0.7													
		RADNOR	36.4	1.00	2.52	**8.58**		2.26		f 6.33		7.05	**8.58**		3.05
		4.2													
	D	DELANO	32.2	**12.53**	2.47	s 8.52		s 2.21		s 6.27		6.45	**8.28**		2.55
		6.3													
	D	McFARLAND	25.9	12.45	2.39	s **8.42**		s 2.12		s 6.16		6.00	8.00		2.40
		3.9													
		HUNT (Spur)	22.0												
		1.7													
	DN-R	**FAMOSO**	20.3	12.38	2.32	8.35	s **8.45AM**	f **2.05**	s 3.35PM	s 6.07	s 8.17PM	5.30	7.35		**2.20**
		3.3													
		PAGE	17.0	12.34	2.28	8.31	f 8.40	**2.01**	f 3.30	f 6.02	8.13	5.00	7.20		**2.01**
		3.7													
		DOW (Spur)	13.3												
		0.9													
	N	LERDO	12.4	12.28	2.22	8.25	f 8.33	1.55	f **3.23**	f 5.55	8.07	4.45	7.00		1.35
		5.3													
		SACO	7.1	12.21	2.15		8.25		f 3.15	f **5.46**	8.00	4.30	6.38		1.17
		2.8													
	DN-R	**OIL JUNCTION**	4.3	12.17	**2.10**	8.15	f 8.21	1.45	f 3.11	f 5.40	7.56	4.20	6.30		1.10
		2.5													
		NOME	1.8	12.13	2.02	8.11	8.17	1.41	3.07	5.36	7.52	4.12	6.20		**1.02**
		0.5													
		BREWERY (Spur)	1.3												
		1.3													
	DN-R	**BAKERSFIELD**	0.0	12.06AM	**1.55AM**	**8.05AM**	**8.10AM**	1.35PM	3.00PM	5.30PM	7.45PM	4.00AM	6.05AM		12.50PM
		(107.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily
		Time over District		(2.44)	(2.55)	(2.50)	(0.35)	(2.42)	(0.35)	(3.30)	(1.32)	(8.15)	(9.10)	(3.30)	(8.00)
		Average speed per hour		39.29	36.82	38.58	34.80	39.78	34.80	32.22	35.15	10.54	11.29	9.60	13.42

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS

No. 109 will stop at all stations west of Famoso to discharge passengers from stations Los Angeles or east.

BAKERSFIELD AND MOJAVE SUBDIVISION

Eastward

FROM SAN FRANCISCO

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS					SECOND CLASS			FIRST CLASS								Distance from San Francisco	Time Table No. 133 November 18, 1917
	334	340	342	338	252	86	308	306	8	22	108	4	2	26	50	16		
	Santa Fe Freight	Freight	Way Freight	Freight	Sunset Manifest Freight	Oil Fields Passenger	Bakersfield McKittrick Mixed	Bakersfield Olig Mixed	SanFrancisco Los Angeles Passenger	Santa Fe Texan	Los Angeles Express	Santa Fe California Limited	Santa Fe Tourist Express	The Owl	San Joaquin Valley Flyer	Santa Fe The Angel		
	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Sun. Only	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS
WFTYOP Yard			9.00AM	3.15AM	**12.10AM**	9.35AM	8.15AM	7.00AM	10.45PM		12.15PM			2.27AM	**1.55AM**		312.9	DN-R **BAKERSFIELD** 0.7
P	5.05PM	11.15AM	9.05	3.20	**12.15**	9.38AM	8.20AM	7.05AM	10.48	6.33PM	12.18	10.09AM	8.30AM	2.30	1.58	**12.10AM**	313.6	DN-R **KERN JUNC.** 3.4
75 P	5.15	11.25	9.20	3.30	12.25				10.53	6.38	12.23	10.14	8.35	2.35	2.03	12.15	317.0	MAGUNDEN 3.1
70 P	5.25	11.35	9.40	3.40	12.35				s 11.00	6.42	s 12.30	10.20	**8.40**	2.40	2.08	12.20	320.1	DN EDISON 4.9
68 P	5.40	11.50	9.55	3.55	12.50				f 11.13	6.50	f 12.39	10.29	8.50	2.48	2.16	12.27	325.0	N SIVERT 2.9
70 PW	5.47	11.57AM	10.05	4.02	**1.02**				f 11.19	6.55	f 12.44	10.34	8.55	2.53	2.21	12.32	327.9	D BENA 3.4
69 P	5.55	12.05PM	10.15	4.10	**1.15**				**11.30**	**7.01**	**12.50**	10.40	9.01	2.59	2.27	12.38	331.3	ILMON 3.9
East 67 West 73 PW	6.25	**12.35**	**10.32** **11.05**	4.40	1.45				s 11.50PM	s 7.14	s 1.02	s **10.52**	s 9.15	3.08	2.36	**12.46**	335.2	DN CALIENTE 3.0
67 P	**6.40**	12.50	11.20	4.55	2.00				12.02AM	7.23	1.12	11.02	9.25	3.16	2.43	**12.56**	338.2	ALLARD 2.3
West 79 East 61 PW	6.55	1.05	11.35	5.10	2.15				12.14	7.31	f 1.19	11.09	9.33	3.24	2.50	1.03	340.5	DN BEALVILLE 1.8
25 P	7.05	1.15	11.45AM	5.20	2.25				**12.23**	7.37	1.25	11.15	9.39	3.29	2.55	1.08	342.3	CLIFF 3.2
East 61 M23 West 63 P	7.25	**1.35**	12.08PM	5.40	2.47				**12.35**	7.49	f 1.35	11.27	9.53	3.40	3.04	1.18	345.5	DN ROWEN 2.2
																	347.7	TAMAR (Spur) 1.1
68 PW House 64	**8.00**	2.07	12.40	**6.10**	**3.18**				s 12.52	**8.00**	s 1.50	11.39	10.03	3.55	**3.18**	1.30	348.8	DN WOODFORD 3.0
68 P	8.20	2.25	12.58	6.25	3.36				1.05	8.10	2.00	**11.50**	10.15	4.05	3.28	1.40	351.8	D WALONG 2.3
West 74 East 63 PW	8.35	2.40	**1.10**	6.40	3.50				1.15	8.17	f 2.08	11.59AM	10.25	4.13	3.36	1.48	354.1	DN MARCEL 0.8
																	354.9	SEDWELL (Spur) 1.8
68 P	8.50	2.55	1.30	6.55	4.05				1.25	8.25	f 2.16	12.08PM	10.35	4.21	3.44	1.56	356.7	D CABLE 3.9
163 PW	**9.20**	3.20	**2.00**	**7.13**	**4.31**				s 1.45	s 8.41	s 2.31	s 12.23	s 10.53	**4.31**	f 3.55	2.07	360.6	DN-R **TEHACHAPI** 1.8
113 PY	9.40	3.45	**2.35**	8.00	5.00				1.50	8.46	**2.35**	12.27	10.58	4.35	4.00	2.11	362.4	SUMMIT 2.0
																	364.4	SULLIVAN (Spur) 0.6
									f 1.55		f 2.40						365.0	MONOLITH 2.1
65 P	**10.16**	4.10	3.00	8.30	**5.22**				2.00	**8.53**	2.45	**12.35**	**11.10**	4.41	4.06	**2.17**	367.1	DN PROCTOR 0.9
YP																	368.0	ERIO (Wye) 1.9
141 PW	10.30	4.40	3.30	8.50	5.40				**2.05**	8.57	f 2.50	12.41	11.15	4.46	4.10	2.21	369.9	DN CAMERON 2.8
69 P	10.45	**5.10**	3.55	9.05	**6.05**				2.10	9.02	2.55	12.46	11.20	4.50	4.15	2.25	372.7	DN LAROSE 2.7
61 P	**11.07**	5.30	4.20	9.25	**6.35**				2.15	9.07	f 3.00	**12.50**	11.25	**4.55**	4.20	2.30	375.4	DN WARREN 2.4
63 P	**11.20**	5.45	**4.50**	9.45	7.05				2.20	9.12	3.05	12.56	11.30	5.00	4.25	2.35	377.8	DN FRAM 1.3
																	379.1	RESERVOIR (Spur) 0.4
																	379.5	SAGE (Spur) 1.2
Yard WFTYOP	11.55PM	6.05PM	5.00PM	10.05AM	7.25AM				s 2.25AM	s 9.17PM	s 3.10PM	s 1.05PM	s 11.35AM	s 5.07AM	s **4.30AM**	s 2.40AM	380.7	DN-R **MOJAVE**
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sun. Only	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(67.8)
	(6.50) 9.81	(6.50) 9.81	(8.00) 8.47	(6.50) 9.92	(7.15) 9.30	(0.03) 14.00	(0.05) 8.40	(0.05) 8.40	(3.40) 18.49	(2.44) 24.54	(2.55) 23.24	(2.56) 22.87	(3.05) 21.76	(2.40) 25.42	(2.35) 26.24	(2.30) 26.84	..........Time over District ....Average speed per hour	

Automatic Block Signals

Westward trains are superior to trains of the same class in the opposite direction.

A third class or extra train meeting a third class or extra train at Tehachapi under time table or train order superiority will consider the cut off switch directly in front of the telegraph office the point at which the inferior train will take siding.

ADDITIONAL STOPS

No. 50 will stop on signal at all stations to receive passengers for Yuma or east.

BAKERSFIELD AND MOJAVE SUBDIVISION

TOWARD SAN FRANCISCO

Westward

Time Table No. 133

November 18, 1917

Automatic Block Signals

				FIRST CLASS								SECOND CLASS			THIRD CLASS			
			Distance from Mojave	109	9	3	107	21	25	15	49	307	309	87	341	251	253	333
				Sunset Express	Santa Fe Mail and Express	Santa Fe California Limited	Fresno Express	Santa Fe Missionary	The Owl	Santa Fe The Saint	San Joaquin Valley Flyer	Olig Bakersfield Mixed	McKittrick Bakersfield Mixed	Oil Fields Passenger	Way Freight	Sunset Manifest Freight	Freight	Santa Fe Freight
	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sun. Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
DN-R	**BAKERSFIELD**	0.7	67.8	s 7.35AM			s 2.50PM		s **12.01**AM		s **1.45**AM	s 2.40PM	s 2.40PM	s 6.00PM				
DN-R	**KERN JUNC.**	3.4	67.1	7.30	8.52AM	1.20PM	**2.47**	7.33PM	11.58PM	1.25AM	1.42	**2.37**PM	**2.37**PM	5.57PM				
	MAGUNDEN	3.1	63.7	7.25	8.47	1.14	2.42	7.27	11.53	1.19	1.37							
DN	EDISON	4.9	60.6	s 7.20	**8.40**	1.09	s 2.37	7.22	11.49	1.14	1.32							
N	SIVERT	2.9	55.7	7.12	8.30	1.02	f 2.30	7.14	11.42	1.07	1.25							
D	BENA	3.4	52.8	7.06	8.25	12.57	f 2.25	7.08	11.37	**1.02**	1.20							
	ILMON	3.9	49.4	7.00	8.19	**12.50**	2.19	**7.01**	**11.30**	12.56	**1.15**							
DN	CALIENTE	3.0	45.5	s 6.50	s 8.10	s **12.35**	s 2.10	s 6.48	11.21	**12.46**	1.06							
	ALLARD	2.3	42.5	6.40	8.03	12.27	2.01	**6.40**	11.15	12.37	**12.56**							
DN	BEALVILLE	1.8	40.2	f 6.35	7.58	12.21	f 1.55	6.34	11.10	12.32	12.50							
	CLIFF	3.2	38.4	6.27	7.54	12.15	1.43	6.28	11.06	**12.23**	12.42							
DN	ROWEN	2.2	35.2	6.20	7.47	**12.08**PM	f **1.35**	6.20	10.59	12.16	**12.35**							
	TAMAR (Spur)	1.1	33.0															
DN	WOODFORD	3.0	31.9	s **6.10**	7.40	11.59AM	s 1.24	6.10	10.51	12.08	12.26							
D	WALONG	2.3	28.9	6.03	7.34	**11.50**	1.16	6.03	10.45	12.02AM	12.20							
DN	MARCEL	0.8	26.6	5.57	7.29	11.43	f **1.10**	5.57	10.40	11.57PM	12.15							
	SEDWELL (Spur)	1.8	25.8															
D	CABLE	3.9	24.0	5.50	7.23	11.36	f 1.03	5.50	10.34	11.50	12.08AM							
DN-R	**TEHACHAPI**	1.8	20.1	s 5.41	s **7.13**	s 11.27	s 12.53	s 5.40	10.25	11.41	f 11.59PM				**2.45**AM	**7.00**AM	**2.00**PM	**9.18**PM
	SUMMIT	2.0	18.3	5.32	7.07	11.20	12.45	5.33	10.22	11.37	11.55				2.35	6.50	1.50	9.08
	SULLIVAN (Spur)	0.6	16.3															
	MONOLITH	2.1	15.7	f 5.26			f 12.39											
DN	PROCTOR	0.9	13.6	**5.22**	6.59	**11.10**	**12.35**	5.26	**10.16**	11.30	11.49				**2.17**	6.35	1.35	**8.53**
	ERIC (Wye)	1.9	12.7															
DN	CAMERON	2.8	10.8	f 5.16	6.53	11.05	f 12.30	5.20	10.11	11.24	11.43				**2.05**	6.20	1.20	8.40
DN	LAROSE	2.7	8.0	5.06	6.44	10.57	12.22	**5.10**	10.04	11.16	11.36				1.50	**6.05**	1.05	8.25
DN	WARREN	2.4	5.3	**4.55**	**6.35**	10.49	f 12.14	5.00	9.56	**11.07**	11.28				1.35	5.50	**12.50**	8.10
DN	FRAM	1.3	2.9	4.42	6.25	10.40	12.05PM	**4.50**	9.47	10.59	**11.20**				1.20	5.35	12.35	7.55
	RESERVOIR (Spur)	0.4	1.6															
	SAGE (Spur)	1.2	1.2															
DN-R	**MOJAVE**		0.0	**4.30**AM	6.15AM	10.30AM	11.55AM	4.40PM	9.38PM	10.50PM	11.10PM				1.00AM	5.15AM	12.15PM	7.35PM
	(67.8)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District			(3.05)	(2.37)	(2.50	(2.55)	(2.53)	(2.23)	(2.35)	(2.35)	(0.03)	(0.03)	(0.03)	(1.45)	(1.45)	(1.45)	(1.43)
	Average speed per hour			21.98	25.64	23.68	23.24	23.27	28.44	25.97	26.24	14.00	14.00	14.00	11.48	11.48	11.48	11.70

Westward trains are superior to trains of the same class in the opposite direction.

A third class or extra train meeting a third class or extra train at Tehachapi under time table or train order superiority will consider the cut off switch directly in front of the telegraph office the point at which the inferior train will take siding.

MOJAVE AND SAUGUS SUBDIVISION

Eastward	FROM SAN FRANCISCO							Time Table No. 133 November 18, 1917			TOWARD SAN FRANCISCO					Westward
Capacity of passing sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS		FIRST CLASS				Distance from San Francisco			Distance from Saugus	FIRST CLASS				THIRD CLASS	
	252	264	108	26	50	8					109	107	25	49	251	263
	Sunset Manifest Freight	Way Freight	Los Angeles Express	The Owl	San Joaquin Valley Flyer	San Francisco Los Angeles Passenger			STATIONS		Sunset Express	Fresno Express	The Owl	San Joaquin Valley Flyer	Sunset Manifest Freight	Way Freight
	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday
Yard WFTOPY	8.25AM	3.00AM	3.20PM	5.17AM	**4.40AM**	2.38AM	380.7	Automatic Block Signals	DN-R **MOJAVE**	69.9	s 4.15AM	¶11.35AM	s 9.30PM	s 11.00PM	**4.35AM**	12.40PM
			f				384.8		4.1 FLETA	65.8		f				
64	8.45	**3.45** **4.10**	f 3.30	5.28	4.50	3.00	387.3		2.5 GLOSTER	63.3	**3.55**	f 11.21	9.15	10.46	**4.10**	11.55AM
64 P	9.05	4.40	s 3.40	5.38	5.00	f 3.15	394.3		7.0 D ROSAMOND	56.3	f 3.41	s 11.08	9.03	10.34	3.52	11.30
64 W	9.20	**5.07**	f 3.48	5.45	**5.07**	**3.30**	399.9		5.6 OBAN	50.7	**3.30**	f **11.00**	8.56	10.27	**3.30**	**11.00**
83 W	**9.38**	**5.52**	s 4.00	**5.52**	s 5.15	s 3.45	405.5		5.6 DN-R LANCASTER	45.1	s 3.20	s 10.52	8.49	f 10.20	3.00	**10.30** **9.30**
64	10.00	6.15	f 4.07	5.59	5.22	3.55	409.8		4.3 DENIS	40.8	3.08	f 10.43	8.43	10.14	2.43	9.15
64 WFY	**10.37**	6.50	s 4.17	6.05	5.28	s 4.10	413.8		4.0 DN-R PALMDALE	36.8	s 3.02	s **10.37**	8.38	f 10.09	2.33	9.00
64	11.10	7.05	f 4.24	6.10	5.33	4.18	416.3		2.5 HAROLD	34.3	2.54	f 10.31	8.34	10.03	2.28	8.10
64 PY	11.50AM	**7.45**	f 4.38	6.27	5.48	4.40	420.5		4.2 DN VINCENT	30.1	2.47	f 10.24	8.26	9.55	2.15	**7.45**
64	12.10PM	8.05	4.47	6.36	5.57	4.50	425.0		4.5 BERLIN	25.6	2.26	10.09	8.11	9.41	1.50	7.20
	12.15	8.20	s 4.50	6.39	6.00	f 4.55	426.1		1.1 D ACTON	24.5	f 2.23	s 10.06	8.08	9.38	1.45	7.15
78 WP	12.50	8.45	s 4.58	**6.45**	6.06	s 5.05	429.0		2.9 DN RAVENNA	21.6	f 2.15	s 9.58	8.00	9.31	1.35	**6.45**
63	1.15	9.05	f 5.10	6.57	**6.18**	5.17	434.6		5.6 RUSS	16.0	1.50	f 9.42	7.44	9.16	1.10	**6.18**
							436.0		1.4 ALPINE (Spur)	14.6						
67 W	1.40	**9.32**	s 5.20	7.07	6.28	f **5.27**	438.8		2.8 DN LANG	11.8	f 1.35	s **9.32**	7.35	9.06	12.50	**5.27**
61	1.55	9.55	f 5.29	7.17	6.37	f 5.36	443.1		4.3 HUMPHREYS	7.5	f 1.22	f 9.23	7.26	8.56	12.30	4.25
64	2.10	10.20	f 5.35	7.26	6.48	f 5.45	446.9		3.8 HONBY	3.7	1.11	f 9.15	7.18	8.48	12.15	4.05
87 WFY	2.30PM	10.40AM	s 5.45PM	7.35AM	s 6.55AM	s 5.55AM	450.6		3.7 DN-R **SAUGUS**	0.0	1.00AM	9.07AM	7.10PM	8.40PM	12.01AM	3.45AM
	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(69.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday
	(6.05) 11.49	(7.40) 9.12	(2.25) 28.92	(2.18) 30.39	(2.15) 31.06	(3.17) 21 29			……Time over District…… ……Average speed per hour……		(3.15) 21.50	(2.28) 28.34	(2 20) 29.95	(2.20) 29.95	(4.34 15.30	(8.55) 8 83

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS

No. 50 will stop on signal at all stations to receive passengers for Yuma or east.

MOJAVE AND SAUGUS SUBDIVISION.

Eastward — FROM SAN FRANCISCO | Time Table No. 133, November 18, 1917 | TOWARD SAN FRANCISCO — Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	SECOND CLASS 402 Mixed Leave Daily	Distance from San Francisco		STATIONS	Distance from Owenyo	SECOND CLASS 401 Mixed Arrive Daily
WFYTOP Yard	11.50PM	380.7	DN-R	**MOJAVE** 1.3	143.5	s 1.30AM
56	f 11.56	380.8		CHAFFEE 3.2	142.2	f 1.22
58	f 12.06AM	384.0		CAMBIO 4.3	139.0	f 1.12
57	f 12.16	388.3		TRESCAPE 4.6	134.7	f 1.00
58	f 12.26	392.9		NEURALIA 4.4	130.1	f 12.50
57	f **12.40**	397.3		CINCO 5.2	125.7	f **12.40**
East 57W West 58	s 12.55	402.5		CANTIL 2.8	120.5	s 12.20AM
	f	405.3		GYPSITE (Spur) 2.2	117.7	f
58	f 1.10	407.5		CENEDA 1.0	115.5	f 11.59PM
	s 1.13	408.5		SALTDALE 3.7	114.5	s 11.50
East 57 Y West 80	f 1.22	412.2		GARLOCK 4.2	110.8	f 11.40
58	f 1.40	416.4		GOLER 4.1	106.6	f 11.25
58	f 2.05	420.5		RAND 4.1	102.5	f 11.10
57	f 2.25	424.6		TEAGLE 3.8	98.4	f 10.55
67 Y	s 2.55	428.4	DN	**SEARLES** 4.4	94.6	s 10.40
58	f 3.07	432.8		RADEMACHER 5.5	90.2	f 10.10
62	f 3.20	438.3		CODE 4.1	84.7	f 9.55
57	f 3.30	442.4		TERESE 4.8	80.6	f 9.40
58	s 3.45	447.2	DN	INYOKERN 4.5	75.8	s 9.25
58	s 3.57	451.7		LELITER 4.6	71.3	s 9.05
58	s 4.15	456.3	DN	BROWN 4.4	66.7	s 8.50
East 58 Y West 81	f 4.30	460.7		LINNIE 3.6	62.3	f 8.32
58	f 4.43	464.3		NARKA 2.0	58.7	f 8.20
		466.3		SODAN 2.0	56.7	
59	s 5.00	468.3		LITTLE LAKE 3.2	54.7	s 8.10
East 57 Y West 57	f 5.15	471.5		MABEL 4.1	51.5	f 8.00
58	f 5.30	475.6		SYKES 2.2	47.4	f 7.50
		477.8		LANSON 2.1	45.2	
58	f 5.40	479.9		TALUS 4.2	43.1	f 7.40
57 W	f 5.55	484.1		HAIWEE 4.4	38.9	f 7.28
62	f 6.05	488.5		LOCO 4.8	34.5	f 7.15
58	f 6.17	493.3		OLANCHA 4.4	29.7	s 7.05
62	f 6.27	497.7	D	CARTAGO 4.6	25.3	f 6.50
62	f 6.37	502.3		MONACHEE 4.0	20.7	f 6.40
61	f 6.47	506 3		BRIER 4.0	16.7	f 6.27
62	f 6.57	510.3		CARROLL 4.0	12.7	f 6.15
62	f 7.07	514.3		DIAZ 4.5	8.7	f 6.05
East 66 West 63	s 7.20	518.8		LONE PINE 4.2	4.2	s 5.50
47 FY	¶ 7.45AM	523.0	D-R	**OWENYO**	0.0	5.35PM
	Arrive Daily			(143.5)		Leave Daily
	(7.55)			Time over District		(7.55)
	18.12			Average speed per hour		18.12

Westward trains are superior to trains of the same class in the opposite direction.

FRESNO AND BAKERSFIELD SUBDIVISION

FROM SAN FRANCISCO

Eastward

Time Table No. 133

November 18, 1917

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS		FIRST CLASS								Distance from San Francisco		
	246	250	312	154	88	70	132	66	64	94			
	Kerman Goshen Junc. Way Freight	Coalinga Goshen Junc Way Freight	Alcalde Coalinga Passenger	Fresno Ingle Goshen Junc. Passenger	Coalinga Visalia Passenger	Lemoore Visalia Passenger	Kerman Visalia Passenger	Armona Goshen Junc. Passenger	Stratford Visalia Mixed	Coalinga Exeter Porterville Passenger			
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Wed. Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS
24 T			12.45PM								273.3	R	ALCALDE 1.2
											272.1		LE ROY 2.2
											269.9		CRUMP (Spur) 1.5
81 YP		5.00AM	s 1.10PM		5.55PM					8.00AM	268.4	D-R	COALINGA 1.7
F		5.10			f 5.58					f 8.05	266.7		ORA 6.7
		5.30			f 6.10					f 8.17	260.0		TURK 7.3
49		5.50			s 6.23					s 8.30	252.7	D	HURON 6.6
58		6.10			f 6.35					f 8.40	246.1		HENRIETTA 6.7
		6.30			f 6.47					f 8.51	239.4		LETHENT 2.9
75 Y		6.40			f 6.53	5.25PM			s 1.35PM	f 8.56	236.5	R	ROSSI 1.1
					f				f 1.40	f	235.4		HEINLEN (Spur) 1.5
		6.50 8.00			s 7.00	s 5.30			s 2.00	s 9.02	233.9	D	LEMOORE 2.7
					f	f			f	f	231.2		ORION (Spur) 2.1
East 39 West 47 WYP	9.35AM	9.11		10.00PM	s 7.10	s 5.40	4.00PM	3.50PM	s 2.20	s 9.11	229.1	D-R	ARMONA 3.1
											232.2		A. T. & S. F. CROSSING 0.3
63	9.50 10.25	9.40 11.05		s10.15	s 7.25	s 5.50	s 4.08	s 3.57	s 2.45	s 9.21	232.5	DN	HANFORD 5.1
64	10.40	11.20		f10.25	f 7.33	6.00	f 4.16	4.05	f 2.55	f 9.30	237.6		REMNOY 7.7
102 WFY	11.00AM	11.50AM		s10.40PM	s 7.45PM	s 6.15PM	s 4.28PM	s 4.17PM	s 3.15PM	s 9.45AM	245.3	DN-R	GOSHEN JUNC
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Wed. Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(60.4)
	(1.25) 19.44	(6.50) 13.06	(0.25) 11.76	(0.40) 24.30	(1.50) 31.71	(0.50) 28.32	(0.28 34.35	(0.27) 36.00	(1.40) 14.16	(1.45) 31.71			..............Time over District ....Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: No. 94 is superior to Nos. 61 and 85; Nos. 66 and 132 to No. 63; No. 88 to No. 69 and No. 246 to No. 245.

FRESNO AND BAKERSFIELD SUBDIVISION

FROM SAN FRANCISCO

Eastward

Time Table No. 133

November 18, 1917

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	FIRST CLASS															Distance from San Francisco		
	82	518	88	516	132	514	70	512	64	510	508	94	506	504	92			
	Goshen Junc. Visalia Passenger	Visalia Electric Passenger	Coalinga Visalia Passenger	Visalia Electric Passenger	Kerman Visalia Passenger	Visalia Electric Passenger	Lemoore Visalia Passenger	Visalia Electric Passenger	Stratford Visalia Mixed	Visalia Electric Passenger	Visalia Electric Passenger	Coalinga Exeter Porterville Passenger	Visalia Electric Passenger	Visalia Electric Passenger	Goshen Junc. Visalia Passenger			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS
102 WFY	11.55PM		8.05PM		4.33PM		6.20PM		3.25PM			10.00AM			7.30AM	245.3	DN-R	GOSHEN JUNC 3.7
												f				249.0		FAXON (No Siding) 1.5
																250.5		JACOBS (Spur) 2.1
21																252.6		WEST VISALIA 0.5
46	s 12.15AM	10.27PM	s 8.25PM	7.00PM	s 4.50PM	5.00PM	s 6.40PM	3.45PM	s 3.45PM	1.55PM	11.15AM	s 10.20	9.30AM	8.15AM	s 7.50AM	253.1	D-R	VISALIA 0.1
																253.2		A. T. & S. F. CROSSING 2.0
		f 10.35		f 7.08		f 5.08		f 3.53		f 2.03	f 11.23	10.27	f 9.38	f 8.23		255.2		AMBLER (Spur) 2.1
																257.3		RECTOR 1.7
13		s 10.41		s 7.14		s 5.14		f 3.59		s 2.09	s 11.29	f 10.32	s 9.44	s 8.29		259.0	D	FARMERSVILLE 1.2
		f 10.44		f 7.17		f 5.17		f 4.02		f 2.12	f 11.32	10.34	f 9.47	f 8.32		260.2		GIANT OAK 0.9
		f 10.46		f 7.19		f 5.19		f 4.04		f 2.14	f 11.34	10.36	f 9.49	f 8.34		261.1		LUNA 2.1
63 YW		s 10.52PM		s 7.25PM		s 5.25PM		s 4.10PM		s 2.20PM	11.40AM	s 10.42AM	s 9.55AM	s 8.40AM		263.2	DN-R	EXETER
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(17.9)
	(0.20) 23.40	(0.25) 24.24	(0.20) 23.40	(0.25) 24.24	(0.17) 27.53	(0.25) 24.24	(0.20) 23.40	(0.25) 24.24	(0.20) 23.40	(0,25) 24,24	(0.25) 24.24	(0.42) 25.57	(0.25) 24.24	(0.25) 24.24	(0.20) 23.40			..............Time over District ....Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 64 is superior to No. 91.

FRESNO AND BAKERSFIELD SUBDIVISION

TOWARD SAN FRANCISCO

Westward

Time Table No. 133

November 18, 1917

			FIRST CLASS								THIRD CLASS	
		Distance from Goshen Jct.	153	131	61	85	97	63	69	311	249	245
			Goshen Junc. Ingle Fresno Passenger	Visalia Kerman Passenger	Visalia Stratford Mixed	Visalia Coalinga Passenger	Porterville Armona Passenger	Goshen Junc. Lemoore Passenger	Visalia Coalinga Passenger	Coalinga Alcalde Passenger	Goshen Junc. Coalinga Way Freight	Goshen Junc. Kerman Way Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Wed. Only	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
R	**ALCALDE** 1.2	60.4								s **12.40**PM		
	LE ROY 2.2	59.2										
	CRUMP (Spur) 1.5	57.0										
D-R	**COALINGA** 1.7	55.5				s 12.05PM			s 9.45PM	12.15PM	1.00PM	
	ORA 6.7	53.8				f 11.58AM			f 9.40		12.50	
	TURK 7.3	47.1				f 11.40			f 9.30		12.15PM	
D	HURON 6.6	39.8				s 11.25			s 9.18		11.45AM	
	HENRIETTA 6.7	33.2				f **11.11**			f 9.07		**11.11**	
	LETHENT 2.9	26.5				f 10.58			f 8.57		10.40	
R	**ROSSI** 1.1	23.6			s 9.50AM	s 10.53		f **5.20**PM	s 8.51		10.30	
	HEINLEN (Spur) 1.5	22.5			f 9.45	f 10.50			f 8.48		10.20	
D	LEMOORE 2.7	21.0			s 9.40	s 10.46		s 5.15	s 8.45		10.15	
	ORION (Spur) 2.1	18.3			f	f		f	f			
D-R	**ARMONA** 3.1	16.2	s 5.10AM	s 6.25AM	s **9.11**	s 10.35	s **3.47**PM	s 5.00	s 8.35		**9.11**	1.15PM
	A. T. & S. F. CROSSING 0.3	13.1										
DN	**HANFORD** 5.1	12.8	s 5.00	s **6.16**	s 9.00	s **10.25**	s 3.40	s 4.50	s 8.25		**7.50** **6.06**	1.00
	REMNOY 7.7	7.7	f 4.45	s 6.07	f 8.45	f 10.15	3.32	f 4.42	f 8.15		5.50	12.10PM
DN-R	**GOSHEN JUNC.**	0.0	4.30AM	5.55AM	8.30AM	10.00AM	**3.20**PM	**4.30**PM	8.00PM		5.30AM	**11.50**AM
	(60.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Wed. Only	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	Time over District.......... Average speed per hour..........		(0.40) 24.30	(0.30) 32.40	(1.20) 25.75	(2.05) 26.64	(0.27) 36.00	(0.50) 28.32	(1.45) 31.71	(0.25) 11.77	(7.30) 9.62	(1.25) 11.42

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: No. 94 is superior to Nos. 61 and 85, Nos. 66 and 132 to No. 63, No. 88 to No. 69 and No. 246 to 245.

FRESNO AND BAKERSFIELD SUBDIVISION

TOWARD SAN FRANCISCO

Westward

Time Table No. 133

November 18, 1917

			FIRST CLASS															
		Distance from Exeter	131	501	61	503	85	505	507	97	91	509	511	513	69	515	87	89
			Visalia Kerman Passenger	Visalia Electric Passenger	Visalia Stratford Mixed	Visalia Electric Passenger	Visalia Coalinga Passenger	Visalia Electric Passenger	Visalia Electric Passenger	Porterville Armona Passenger	Visalia Goshen Junc. Passenger	Visalia Electric Passenger	Visalia Electric Passenger	Visalia Electric Passenger	Visalia Coalinga Passenger	Visalia Electric Passenger	Oil Fields Flyer	Visalia Goshen Junc. Passenger
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
DN-R	**GOSHEN JUNC.** 3.7	17.9	s 5.50AM		s 8.25AM		s 9.45AM			s **3.15**PM	s 4.15PM				s 7.45PM		s 10.45PM	s 11.35PM
	FAXON (No siding) 1.5	14.2			f					f								
	JACOBS (Spur) 2.1	12.7																
	WEST VISALIA 0.5	10.6																
D-R	**VISALIA** 0.1	10.1	5.30AM	s 7.55AM	8.05AM	s 9.10AM	9.25AM	s **11.10**AM	s **1.50**PM	s 2.55	**3.55**PM	s **3.35**PM	s **4.50**PM	s 6.45PM	7.25PM	s 7.55PM	s **10.27**	11.15PM
	A. T. & S. F. CROSSING 2.0	10.0																
	AMBLER (Spur) 2.1	8.0		f 7.47		f 9.02		f 11.02	f 1.42	2.46		f 3.27	f 4.42	f 6.37		f 7.47	10.17	
	RECTOR 1.7	5.9																
D	FARMERSVILLE 1.2	4.2		s 7.41		s 8.56		s 10.56	s 1.36	f 2.40		s 3.21	s 4.36	s 6.31		s 7.41	10.11	
	GIANT OAK 0.9	3.0		f 7.38		f 8.53		f 10.53	f 1.33	2.38		f 3.18	f 4.33	f 6.28		f 7.38	10.09	
	LUNA 2.1	2.1		f 7.36		f 8.51		f 10.51	f 1.31	2.36		f 3.16	f 4.31	f 6.26		f 7.36		
DN-R	**EXETER**	0.0		7.30AM		**8.45**AM		**10.45**AM	1.25PM	**2.30**PM		3.10PM	4.25PM	6.20PM		**7.30**PM	10.03PM	
	(17.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District.......... Average speed per hour..........		(0.20) 23.40	(0.25) 24.24	(0.20) 23.40	(0.25) 24.24	(0.20) 23.40	(0.25) 24.24	(0.25) 24.24	(0.45) 23.86	(0.20) 23.40	(0.25) 24.24	(0.25) 24.24	(0.25) 24.24	(0.20) 23.40	(0.25) 24.24	(0.42) 25.57	(0.20) 23.40

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 64 is superior to No. 91.

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward	FROM SAN FRANCISCO							TOWARD SAN FRANCISCO				Westward
Capacity of passing sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS		FIRST CLASS		Distance from San Francisco		Time Table No. 133 November 18, 1917	Distance from Armona	FIRST CLASS		THIRD CLASS	
	150	246	154	132					153	131	151	245
	Ingle Armona Mixed	Kerman Goshen Junc Way Freight	Fresno Ingle Goshen Junc. Passenger	Kerman Visalia Passenger					Goshen Junc. Ingle Fresno Passenger	Visalia Kerman Passenger	Armona Ingle Mixed	Goshen Junc. Kerman Way Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
73 WYP		6.45AM		2.46PM	193.0	DN-R	**KERMAN**	36.1		s 7.35AM		4.10PM
							6.7					
69		7.20		f 2.59	199.7		MCMULLIN	29.4		f 7.20		3.40
							5.4					
48		7.40		s 3.10	205.1	D	RAISIN CITY	24.0		s 7.10		3.10
							5.6					
58		8.00		s 3.20	210.7	D	CARUTHERS	18.4		s 7.00		2.45
							6.1					
48 W		8.20		f 3.32	216.8		CANDO	12.3		f 6.47		2.25
							3.5					
					220.3		LATON & WESTERN RY. CROSSING	8.8				
							0.3					
50		8.30		f 3.39	220.6		LILLIS	8.5		f 6.41		2.10
							2.4					
	11.50AM	8.45	9.40PM	s 3.45	223.0	D-R	**HARDWICK**	6.1	s 5.30AM	s 6.37	s 12.40PM	2.00
							2.3					
	11.58AM	8.52	f 9.45	f 3.50	225.3		KIMBLE	3.8	f 5.23	f 6.31	12.30	1.40
							3.8					
47 WYP	s 12.10PM	9.05AM	s 9.55PM	s 3.56PM	229.1	D-R	**ARMONA**	0.0	5.15AM	6.25AM	12.20PM	1.30PM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			(36.1)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(0.20) 18.30	(2 20) 15.47	(0.15) 24.40	(1.10) 30.94			................Time over District................ ....Average speed per hour..............		(0.15) 24.40	(1.10) 30.94	(0.20) 18.30	(2.40) 13.53

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: Nos. **246** and **150** are superior to Nos. **245** and **151.**

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward	FROM SAN FRANCISCO					TOWARD SAN FRANCISCO		Westward
Capacity of passing sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS	FIRST CLASS	Distance from San Francisco		Time Table No. 133 November 18, 1917	Distance from Hardwick	FIRST CLASS	THIRD CLASS
	150	154					153	151
	Ingle Armona Mixed	Fresno Ingle Goshen Junc. Passenger					Goshen Junc. Ingle Fresno Passenger	Armona Ingle Mixed
	Leave Daily Ex. Sunday	Leave Daily			STATIONS		Arrive Daily	Arrive Daily Ex. Sunday
Y	8.30AM	7.50PM	181.9	R	**INGLE**	42.3	s 7.15AM	s 3.45PM
					5.3			
	s 9.00	s 8.05	187.2	D	TRANQUILITY	37.0	s 7.03	s 3.20
					4.5			
46	s 9.25	s 8.15	191.7	D	SAN JOAQUIN	32.5	s 6.53	s 2.55
					3.2			
	s 9.35	s 8.22	194.9		CALDWELL	29.3	s 6.45	s 2.45
					3.8			
			198.7		NARES (Spur)	25.5		
					0.3			
	s 10.10	s 8.32	199.0	D	HELM	25.2	s 6.35	s 2.30
					7.2			
	s 10.35	s 8.48	206.2		BURREL	18.0	s 6.17	s 2.05
					3.2			
	s 10.45	s 8.54	209.4		BENDER	14.8	s 6.09	s 1.50
					5.2			
	s 11.15	s 9.08	214.6		RIVERDALE	9.6	s 6.00	s 1.35
					2.6			
	s 11.25	s 9.14	217.2		ROBINSON (Spur)	7.0	s 5.49	s 1.15
					2.0			
	s 11.35	s 9.19	219.2		HUB (Spur)	5.0	s 5.42	s 1.05
					1.8			
			221.0		LATON & WESTERN RY. CROSSING	3.2		
					0.8			
	s 11.42	s 9.27	221.8		LYNN (Spur)	2.4	s 5.36	s 12.55
					1.7			
			223.5		HASSET (Spur)	0.7		
					0.7			
	s 11.50AM	s 9.35PM	224.2	D-R	**HARDWICK**	0.0	5.30AM	12.45PM
	Arrive Daily Ex. Sunday	Arrive Daily			(42.3)		Leave Daily	Leave Daily Ex. Sunday
	(3.20) 12.69	(1.45) 24.17			..........Time over District.......... ....Average speed per hour..........		(1.45) 24.17	(3.00) 14.10

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. **150** is superior to No. **151.**

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward FROM SAN FRANCISCO

TOWARD SAN FRANCISCO Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS				FIRST CLASS				Distance from San Francisco	Time Table No. 133 November 18, 1917	Distance from Friant	FIRST CLASS				THIRD CLASS				
				320 Way Freight Leave Daily Ex. Sunday				144 Fresno Friant Passenger Leave Daily		STATIONS		147 Friant Fresno Passenger Arrive Daily				321 Way Freight Arrive Daily Ex. Sunday				
YardWFTOPY				5.30AM				7.00AM	205.5	DN-R **FRESNO** 1.6	24.4	s 6.00PM				1.30PM				
									207.1	A. T. & S. F. CROSSING 0.9	22.8	f								
							f	f	208.0	EAST FRESNO 1.4	21.9	f								
				5.50				f 7.16	209.4	BARTON (Spur) 2.2	20.5	f 5.41				12.21				
									211.6	GRANZ (Spur) 0.2	18.3									
				6.00				f 7.22	211.8	MALTERMORO (Spur) 0.3	18.1	f 5.37				12.05PM				
									212.1	NAVIN 0.8	17.8									
				6.10				s 7.25	212.9	LAS PALMAS 0.3	17.0	s 5.34				11.45AM				
									213.2	FRESNO INTERURBAN RY. CROSSING 0.4	16.7									
				6.15				f 7.27	213.6	EGGERS (Spur) 0.3	16.3	f 5.32				11.35				
								f	213.9	VANRIS 1.0	16.0	f								
				6.20				s 7.31	214.9	TARPEY 1.2	15.0	s 5.29				11.30				
				6.30				f 7.34	216.1	MELVIN 1.3	13.8	f 5.26				11.20				
W				7.05				s 7.40	217.4	D CLOVIS 1.1	12.5	s 5.20				11.10				
				7.29				f 7.44	218.5	GLORIETTA 2.4	11.4	f 5.16				10.05				
									220.9	SETCH 2.0	9.0									
25				7.53				f 7.53	222.9	GORDON 0.7	7.0	f 5.07				9.45				
				8.15				s 7.56	223.6	EL PRADO 1.2	6.3	s 5.04				9.35				
								f	224.8	BURKHEAD 1.7	5.1	f								
									226.5	GRAVEL (Spur) 3.4	3.4									
T				8.50AM				s 8.15AM	229.9	D-R **FRIANT**	0.0	4.45PM				9.05AM				
				Arrive Daily Ex. Sunday				Arrive Daily		(24.4)		Leave Daily				Leave Daily Ex. Sunday				
				(3.20)				(1.15)		Time over District		(1.15)				(4.25)				
				7.32				19.52		Average speed per hour		19.52				5.52				

Westward trains are superior to trains of the same class in opposite direction. Exception: No. 320 is superior to No. 321.

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward FROM SAN FRANCISCO

TOWARD SAN FRANCISCO Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS								Distance from San Francisco	Time Table No. 133 November 18, 1917	Distance from Stratford	THIRD CLASS									
								80 Stratford Visalia Mixed Leave Daily		STATIONS		81 Visalia Stratford Mixed Arrive Daily									
Y								12.30PM	244.1	DR **STRATFORD** 2.5	0.0	s 10.25AM									
61								f 12.45	241.6	MARSALA 1.7	2.5	f 10.15									
48								f 12.55	239.9	CUNEO 3.4	4.2	f 10.05									
75Y								s 1.30PM	236.5	R **ROSSI**	7.6	9.50AM									
								Arrive Daily		(7.6)		Leave Daily									
								(1.00)		Time over District		(0.35)									
								7.60		Average speed per hour		13.03									

Westward trains are superior to trains of same class in opposite direction.

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward	From San Fran.				Time Table No. 133 November 18, 1917		Toward San Fran.	Westward
Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning and Telephone Stations.			Distance from San Francisco		STATIONS	Distance from Ainrof		
Y			308.6	D-R	**OIL JUNCTION** 0.3	5.7		
			308.9		STORAGE TRACKS 1.1	5.4		
			310.0		BOAZ 0.5	4.3		
31			310.5	D	WAITS 0.6	3.8		
			311.1		SEGURO 0.5	3.2		
			311.6		MALTHA 0.4	2.7		
			312.0		VOLCAN 0.2	2.3		
			312.2		LA SOLAS 0.2	2.1		
			312.4		OMENA 0.3	1.9		
			312.7		ADIOS (Spur) 0.1	1.6		
			312.8		CESARO (Spur) 0.2	1.5		
			313.0		**TREADWELL JUNC** 0.1	1.3		
			313.1		EBIGMO (Spur) 0.3	1.2		
			313.4		PENTOL 0.3	0.9		
26 Y			313.7		OIL CITY 0.6	0.6		
			314.3	R	**AINROF** (Spur) (5.7)	0.0		

........................Time over District........................
........................Average speed per hour........................

Note.—Oil Junction to Ainrof operated as part of Bakersfield yard.

Eastward	From San Francisco						Time Table No. 133 November 18, 1917		Toward San Fran.	Westward		
	SECOND CLASS			FIRST CLASS					FIRST CLASS	SECOND CLASS		
Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning and Telephone Stations.	**308** Bakersfield McKittrick Mixed	**306** Bakersfield Olig Mixed	**204** Sunset Way Freight	**86** Oil Field Passenger	Distance from San Francisco			Distance from Olig	**87** Oil Field Passenger	**205** Sunset Way Freight	**307** Olig Bakersfield Mixed	**309** McKittrick Bakersfield Mixed
	Leave Sun. Only	Leave Daily Ex. Sunday	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sun. Only
P	8.20AM	7.05AM	2.00AM	9.45AM	313.6	DN-R	**KERN JUNCTION** 0.5	49.1	s 5.52PM	11.20AM	2.37PM	2.37PM
					314.1		PARSONS 1.0	48.6				
					315.1		PAC. SMELTING 0.2	47.6				
					315.3		BAKERSFIELD CORRALS 1.4	47.4				
					316.7		STRADER (Spur) 2.1	46.0				
48 P	f 8.35	f 7.20	2.20	f 9.57	318.8		WIBLE ORCHARD 1.7	43.9	f 5.39	11.00	f 2.20	f 2.25
					320.5		VENOLA (Spur) 2.1	42.2				
59 PY	s 8.45	s 7.35	2.35AM	s 10.05AM	322.6	D-R	**GOSFORD** 5.8	40.1	5.32PM	10.45AM	s 2.00	s 2.15
51 WP	f 9.00	f 7.50			328.4		STEVENS 2.3	34.3			f 1.35	f 2.00
	f	f			330.7		STRAND (Spur) 4.4	32.0			f	f
	f 9.20	f 8.10			335.1		RIO BRAVO 7.7	27.6			f 1.15	f 1.40
	f 9.39	f 8.30			342.8		BOWERBANK 3.5	19.9			f 12.55	f 1.21
96 P	s 9.49	s 8.45			346.3	D	BUTTONWILLOW 4.2	16.4			s 12.45	s 1.12
69 WP	f 9.59	f 8.55			350.5		LOKERN 8.9	12.2			f 12.15PM	f 1.01
	10.26	9.25			359.4		ASPHALTO 1.2	3.3			11.35AM	12.34
33 PY	s 10.30AM	s 9.50			360.6	D-R	**McKITTRICK** 2.1	2.1			s 11.30	12.30PM
		s 10.05AM			362.7	R	**OLIG** (49.1)	0.0			10.20AM	
	Arrive Sun. Only	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Sun. Only
	(2.10) 21.69	(3.00) 16.37	(0.35) 15.43	(0.20) 27.00	........................Time over District........................ ....Average speed per hour........................				(0.20) 27.00	(0.35) 15.43	(4.17) 11.46	(2.07) 22.20

Westward trains are superior to trains of the same class in the opposite direction.
Exception: No. 306 is superior to No. 307. No. 308 is superior to No. 309.

Eastward	From San Fran.			Time Table No. 133 November 18, 1917		Toward San Fran.	Westward
Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning and Telephone Stations.			Distance from San Francisco	STATIONS	Distance from Porque		
			313.0	**TREADWELL JUNC** 0.2	2.4		
			313.2	KINROSS (Spur) 0.3	2.2		
			313.5	AMIGO (Spur) 0.2	1.9		
			313.7	ARMIGUS (Spur) 0.2	1.7		
			313.9	KINSALE (Spur) 0.1	1.5		
			314.0	FORFAR (Spur) 0.2	1.4		
			314.2	DERWENT (Spur) 0.5	1.2		
			314.7	CUANDO (Spur) 0.3	0.7		
			315.0	TUBIG (Spur) 0.2	0.4		
			315.2	HAYNAN (No siding) 0.1	0.2		
			315.3	CERTINA (Spur) 0.1	0.1		
			315.4	**PORQUE** (Spur) (2.4)	0.0		

........................Time over District........................
........................Average speed per hour........................

Note—Treadwell Junc. to Porque operated as part of Bakersfield yard.

SPECIAL INSTRUCTIONS.

Extra Trains may pass, or run ahead of third class trains without receiving an order to do so.

STANDARD CLOCKS.

Fresno
Goshen Junction
Coalinga
Visalia
Bakersfield
Kern Junction
Mojave
Palmdale

WATCH INSPECTORS.

Webb C. Ball,	General Time Inspector,	San Francisco.
Oberlin Bros.,	Local Inspectors,	Fresno.
Hanford Jewelry Co.,	Local Inspectors,	Hanford.
G. D. Davidson Co., Saugus to Owenyo, Bakersfield to Fresno, including branch lines and McKittrick Branch.	Local Inspectors,	Los Angeles.
Henry Caseriel,	Local Inspector,	Coalinga.
Smith Bros.,	Local Inspectors,	Visalia.
S. P. Anderson,	Local Inspector,	Exeter.
R. A. Hubler,	Local Inspector,	Porterville.
H. Oppliger, Bakersfield to Mojave,	Local Inspector,	Bakersfield.
Newton Moore,	Local Inspector,	Los Angeles.
Luckenbach & Co.,	Local Inspectors,	Los Angeles.

BULLETIN BOARDS.

Fresno
Goshen Junction
Kerman
Los Angeles Round House
Coalinga
Bakersfield
Los Angeles
Mojave
Saugus
River Station

CLEARANCES.

Rule 83A will not apply at stations not telegraph offices, or where offices are closed for the day.

A train must not leave McKittrick or Coalinga without a clearance card (Form No. 2643).

REGISTERING.

At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register as per Rule 83-B, conductors and telegraphers, or telephone operators, must comply with Rule 96, the same as at non-registering stations.

Helper engineers of Santa Fe freight trains on joint track, will accept from conductors, information on prescribed form, showing the numbers of all superior trains and stating that he has checked the register, and that all have arrived or departed as the case may be.

Exceptions.

Famoso	Trains to and from Branch only register.
Oil Junction	Trains to and from Branch and terminating only register.
Bakersfield	Eastward S. P. freight trains arriving register. Same to be telegraphed Kern Junction for duplicate register.
Kern Junction	Arrival and departure of Santa Fe passenger trains will be telegraphed Bakersfield for duplicate register.
Lancaster	Helpers only register.
Palmdale	Helpers only register.
Tehachapi	Third class and extra trains only register.

Trains will Register by Form 2642 as follows:

Goshen Junction	25, 26.
Kern Junction	S. P. passenger trains and westward Santa Fe trains.
East Porterville	87.

TRAIN AND AIR INSPECTION.

Freight trains descending grade will stop 5 minutes, or more, at following points, to allow trainmen to make thorough inspection of wheels and running gear of train in accordance with Rule 820:

Between Bakersfield and Mojave	Bealville, Woodford, Marcel, Warren. Eastward freight trains handling P. F. E cars will make stops at Larose and Fram in addition.
Between Mojave and Saugus	Ravenna, Lang.
McKittrick Branch	Between Mile Posts 357 and 358.
Between other points	After a continuous run of 40 miles.

That proper inspection or running gear may be made by trainmen, in accordance with Rule 824 and permit of their boarding train, freight trains must not exceed a speed of eight miles per hour when entering or pulling out of siding or leaving stations.

Rear end test between terminals as prescribed by Rule 17 of Rules and Regulations Governing Care and Operation of Air Brakes, etc., effective May 1, 1915, is required as follows:

For all trains wherever brake pipe has been parted.

Westward passenger trains stopping at Vincent and Tehachapi. Those not stopping must make running test.

Eastward passenger trains stopping at Tehachapi and Vincent. Those not stopping must make running test.

Westward freight trains at Vincent, Summit and Tehachapi. Those making tests at Summit need not make it at Tehachapi unless stopped for other cause.

Eastward freight trains at Summit and Vincent.

In freight trains where helpers are coupled in rear of train, the last helper engineer to make coupling after brake pipe has been parted will sound one blast of the whistle for air test and the head engineer will, after charging up brake pipe, place his valve on lap and repeat the signal, rear brakeman not opening angle cock at rear end until brake pipe has been recharged and leading engineer has sounded signal for the test. Other engineers in train must not whistle off until air test has been made.

Conductor will report to Superintendent, by wire, any failure to properly control train by air brakes and will deliver to Car Inspector at first terminal list showing tonnage of each car in train. Car Inspector will add to list the piston travel of each car in train, as shown by test made before road engine is cut off, also result of three-minute test of all retainers. The list will then be forwarded to Superintendent by first mail.

"19" ORDER.

Within automatic block signal limits, between Fresno and Saugus, the note under Rule 211 is modified as follows:

Form "19" train order may be issued to restrict the superiority of a train, except that form 31 must be used—

(1) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)

(2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)

(3) When issuing an order form "G," example 3.

(4) When giving any train right over all trains.

(5) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

Operator will fill out clearance, designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and Superintendent's initials, writing same before delivery in space provided for. Operator will retain carbon copy of clearance.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

When "19" order restricting superiority is issued at station where superiority is restricted, train must be stopped by operator before delivery of order.

Conductor's and engineer's attention is called to the importance of approaching at a moderate rate of speed telegraph offices where orders are to be received and the necessity for carefully checking clearance to ascertain positively that it is properly addressed and that orders received are those called for by clearance.

Clearance outside automatic block signal limits must show numbers of all orders (both 31 and 19) and be O. K.'d by dispatcher same as within block signal limits.

AUTOMATIC SIGNALS.

When stopped by Block Signal (not Minute Blocks) on single track, trains will wait five minutes, then proceed as per Rule 504.

The following automatic block signals, governing trains entering and in yards, will be Minute Blocks:

Mojave:	Nos. 3802, 3805, 3806, 3811.
Tehachapi:	Nos. 3598, 3611.
Bakersfield:	No. 3157.
Goshen Jct.:	Nos. 2388, 2397.

If signals are at stop, wait one minute and then proceed under control.

At night if light is not burning, trains will be governed by position of arms.

When block signals indicating position of switches are yellow boarded, trains will reduce speed to six miles per hour through station limits until switches are passed.

Home signals No. 3805 and No. 3806 (minute blocks), just west of Oil and Water Columns, between main track and siding No. 1, Mojave yard, are placed "back to back." Signal No. 3805 governing westward trains is located on fireman's side, who will be on lookout for change in position of signal. Helper engines occupying main track must stand just west of these signals to prevent delay to westward trains.

Signal failures or irregularities (either action of arm or condition of light) will be reported to chief dispatcher from first open telegraph office.

INTERLOCKING SIGNAL TOWERS.

Fresno Tower No. 1.

(A. T. & S. F. Crossing 1.6 miles east of Fresno on Friant Branch):

For main track, one long blast of whistle.

To or from spur track, one long and one short blast of whistle.

Fresno Tower No. 2.

(A. T. & S. F. Crossing 1.5 miles east of Fresno on Porterville Branch):

For main track, one long blast of whistle.

Calwa Tower.

(A. T. & S. F. Crossing and end of double track 0.8 mile east of Calwa):

Eastward trains approaching end of double track will call for switch and derailer by one long, one short and one long blast of whistle.

Westward trains will sound one long blast of whistle for crossing and for double track.

Lower arm of signal located just east of crossing controls the admission of westward trains on to double track against the current of traffic.

Dwarf signal located between main tracks just west of tower controls eastward trains moving against the current of traffic.

Hanford Tower.

(A. T. S. F. Crossing 0.3 mile west of Hanford):

For main track, one long blast of whistle.

For crossing through side track, one long, one short and one long blast of whistle.

Tulare Tower.

(A. T. & S. F. Crossing 0.3 mile west of Tulare):

For main track, one long blast of whistle.

Kern Junction Tower.

(A. T. & S. F. Crossing and McKittrick Branch Jct. 0.7 mile east of Bakersfield):

For main track, one long blast of whistle.

For movement over crossing on side track, one long, one short and one long blast of whistle.

For movement between S. P. and A. T. & S. F. main line, one long and one short blast of whistle.

For movement between main track and transfer track, one short, one long and one short blast of whistle.

General.

For any movement against current of traffic on double track, sound one long and one short blast of whistle.

When a train which has been given the semaphore signal at any crossing does not wish to use crossing, one short and one long blast of whistle should be sounded for the information of the towerman.

SPEED TABLE.

This table is for the purpose of determining speed per mile and must in no way conflict with rules restricting speed of trains.

Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

Note.—All Locomotives with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels.

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
MM—63 25-38/28 320	4200 to 4211	40	....
A—84 15-25/28 110	3000 to 3009	77	48375 lbs.
A—79 15-25/28 102	3016 to 3024	67	46445 “
A—81 20/28 105	3025 to 3071	77	46380 “
T—69 21/28 149	2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299	60	44330 “
T—69 15½-26/28 142	2291, 2294, 2297	62	41526 “
T—63 18/30 78	2187, 2190, 2194, 2195, 2199, 2200, 2203 to 2206	52	22750 “
M—63 21/28 155	1720, 1721, 1724, 1770, 1771, 1773 to 1777, 1779	58	45190 “
M—63 21/28 144	1727 to 1729, 1731, 1734, 1736 to 1738, 1741, 1743, 1745, 1746, 1748, 1750 to 1753, 1755, 1757, 1759 to 1761, 1763, 1764, 1767 to 1769, 1782, 1784, 1785, 1787, 1788, 1790 to 1792, 1794 to 1797, 1799	53	42860 “
M—63 15-26/28 144	1730, 1733, 1786, 1793, 1798, 1802	56	42000 “
E—69 18/24 69	1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397	55	30190 “
E—73 18/24 63	1430 and 1432	61	27570 “
MC—57 26-40/30 394	4000 to 4016	53	43050 “
MC—57 26-40/30 398	4017 to 4028	53	43050 “
MC—57 26-40/30 401s	4029 to 4043	53	43500 “
MC—57 26-40/30 395s	4044 to 4048	53	43500 “
C—57 22/30 180	2625, 2626, 2628 to 2642, 2644, to 2651, 2653 to 2655, 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679	52	39650 “

NOTE.—The above table is for the information of engineers and must not be considered in any way to authorize exceeding speed limit specified under ''Speed Restrictions.''

SPEED RESTRICITONS—TRAINS WILL NOT EXCEED

Between—	Miles per Hour Passenger	Miles per Hour Freight
Fresno and Bakersfield	50	35
“ “ “ with large loaded oil cars		35
Bakersfield and ½ mile east of Sivert	50	35
Bena and Sivert westward freight trains		35
½ mile east Sivert and 1 mile west Ilmon	40	30
1 mile west Ilmon and 1 mile west Tehachapi	30	18
1 mile west Tehachapi and 1 mile west Cameron	50	35
1 mile west Cameron and Mojave	45	18
Mojave and Palmdale	50	35
“ “ “ with large loaded oil cars		35
Palmdale and Vincent	40	18
Vincent and mile post 422	30	18
Mile post 422 and mile post 427	40	18
Mile post 427 and Humphreys	30	18
Humphreys and mile post 448	40	18
Mile post 448 and Tunnel 24	30	18
Tunnel 24 and Saugus	40	18
Fresno to Famoso-Porterville Branch	40	30
Kerman and Armona	40	35
Ingle and 1 mile west of Riverdale	35	25
1 mile west of Riverdale and Hardwick	25	20
Goshen Junction and Exeter	40	30
Goshen Junction and Armona	50	35
Armona and Crump	40	25
Crump and Alcalde	12	12
Fresno and Gordon (except as noted)	30	20
Gordon and Friant (except as noted)	20	20
Fresno and Friant (with loaded gravel cars)		15
Oil City Branch (except as noted)		20
“ “ “ (with large loaded oil cars)........Days		15
“ “ “ “ “ “ “ “ ....Nights		10
Bakersfield and Lokern	40	25
Lokern and Olig (except as noted)	30	20
“ “ “ (with large loaded oil cars)........Days		15
“ “ “ “ “ “ “ “ ....Nights		10
Stratford Branch	15	15
Porterville and Springville	20	15
Mojave and Owenyo:		
Mojave and Mile Post 422	35	35
Mile Post 422 and Mile Post 439	25	25
Mile Post 439 and Mile Post 465	35	35
Mile Post 465 and Mile Post 469	25	25
Mile Post 469 and Owenyo	35	35
All points with large loaded oil cars (except as noted)		25
Between outside switches of yards (outside City Limits):		
Fresno	15	10
Bakersfield, east of Nome	15	10
“ west of Nome	35	20
Mojave	15	10
Through City Limits (regulated by Ordinances):		
Clovis	8	8
Fresno	8	8
Selma (between 5 a. m. and 11 p. m.)	10	10
Kingsburg (between 4 a. m. and 11 p. m.)	10	10
Tulare	8	8
Visalia	6	6
Hanford	8	8
Exeter	10	10
Bakersfield	6	6
Fowler	10	10
Over Bridges:		
288-B, west of Orris	20	20
Over Turnout Switches:		
Kerman (eastward trains)	20	20
Calwa Tower, end of double track (eastward trains)	15	15
Exeter, south leg of Wye connecting Porterville Branch	15	15
All points Santa Fe 900 and 1600 class engines	4	4
“ “ Consolidation and Mallet engines	10	10
On Sidings:		
When clear of lead on straight track, Santa Fe 900 and 1600 class engines	8	8
Over west leg of Wye at Searles: Consolidation engines	6	6

SPEED RESTRICTIONS—Continued.

Engines on passenger trains:	
Decapod	Freight Train Speed
Consolidation	Maximum speed allowed passgr. trains.
When meeting or passing on double track	20 miles per hour except where speed restrictions are less will be governed thereby.
Engines running light:	
8-wheel, 10-wheel, Mogul, Mikado and Pacific	Passgr. Train Speed.
Consolidation type	20 miles per hour where freight trains are restricted to 18.
Fernando Helpers (2914) class	25 miles per hour where freight trains are restricted to 18.
Engines not above specified	Freight train speed.
Engines backing up:	
Consolidation, Decapod, Mikado and Mallet between Bakersfield and Saugus	15 miles per hour.
Consolidation and Mikado between Fresno and Bakersfield	20 miles per hour.
Fernando Helpers (2914 class) between Palmdale and Saugus	20 miles per hour.
All others (except Consolidation, Mallet, Pacific and Mikado) over main track and from Kerman to Goshen Junction	25 miles per hour.
Over other branches	20 miles per hour except where speed restrictions are less, be governed thereby.
From West Wye switch to station at Goshen Junction (Coalinga Branch)	10 miles per hour.
Switch Engines (outside yards)	15 miles per hour.
Trains handling wrecker:	
Main line and from Goshen Junction to Kerman	25 miles per hour.
Over other branches	15 miles per hour except where freight train speed is less, be governed thereby.

YARDS.

Yards are established at the following stations:

Fresno
Bakersfield
Mojave
Goshen Jct.
Hanford
Porterville
Exeter
Coalinga
Armona
Hardwick

Rules 93 and D-93 are revised as follows:

''Within yard limits the main track may be used, protecting against first class trains.

All trains must approach yard limits and pass through yards under control.''

SPECIAL INSTRUCTIONS—Continued

OVERHEAD STRUCTURES.

Less than 22 feet above top of rails.

BETWEEN FRESNO AND EXETER.

Mile Post	Between Stations	Structure	Height
253.6	Caplin-Lort	Bridge over Kaweah River	20′-3″

MAIN LINE.

Mile Post	Between Stations	Structures	Height
332.6	Illmon-Caliente	Tunnel No. ½	18′- 2″
336.9	Caliente-Bealville	“ “ 1	17′- 8″
340.8	Bealville-Rowen	“ “ 3	18′- 0″
341.0	“ “	“ “ 4	18′- ½″
341.6	“ “	“ “ 5	18′- 2″
341.9	“ “	“ “ 6	18′- 4″
343.7	“ “	“ “ 7	17′- 7″
344.2	“ “	“ “ 8	17′- 5″
352.3	Walong-Marcel	“ “ 10	17′-9½″
353.0	“ “	“ “ 11	18′- 2″
355.0	Marcel-Cable	“ “ 12	17′- 8″
355.2	“ “	“ “ 13	17′-11″
355.4	“ “	“ “ 14	17′- 8″
355.9	“ “	“ “ 16	18′- 2″
356.0	“ “	“ “ 17	17′-11″
434.8	Russ-Lang	Tunnel No. 17½	18′-10″
434.8	“ “	Water Flume	19′- 0″
435.5	“ “	Bridge over Santa Clara River	20′- 9″
435.9	“ “	“ “ “ “	21′- 6″
436.1	“ “	“ “ “ “ “	21′- 9″
436.3	“ “	“ “ “ “ “	21′-10″
436.8	“ “	“ “ “ “ “	21′- 9″
436.9	“ “	“ “ “ “ “	21′- 9″
437.0	“ “	Tunnel No. 18	17′- 7″
437.4	“ “	Bridge over Santa Clara River	21′- 8″
439.5	Lang-Humphreys	Tunnel No. 20	17′- 9″
440.1	“ “	“ “ 21	17′-10″
441.5	“ “	“ “ 22	18′- 2″
445.3	Humphreys-Honby	“ “ 23	18′- 6″
449.7	Honby-Saugus	“ “ 24	18′- 6″

BETWEEN MOJAVE AND OWENYO.

Mile Post	Between Stations	Structure	Height
426.8	Teagle-Searles	Tunnel 29	21′-2″

All employees are warned that it is dangerous to stand erect on cars, particularly of extraordinary height, while passing any of these points and must use necessary precaution to protect themselves from injury.

SURGEONS

NAME	LOCATION	DISTRICT Between
Dr. F. K. Ainsworth, Manager and Chief Surgeon	San Francisco, Cal.	All Points.
Dr. O. B. Doyle	Fresno, Cal.	Fresno, Friant, Kingsburg and Ivesta, Cal.
Dr. D. H. Trowbridge, Oculist and Aurist	Fresno, Cal.	
Dr. J. L. Maupin, Consulting Surgeon	Fresno, Cal.	
Dr. J. D. Wagner, Emergency Surgeon	Selma, Cal.	
Dr. M. A. Morrison, Emergency Surgeon	Fowler, Cal.	
Dr. T. F. Madden, District Surgeon	Sanger, Cal.	Ivesta and Fargo.
Dr. G. A. Hawkins	Reedley, Cal.	Fargo and Monson.
Dr. J. C. Paine, District Surgeon	Exeter, Cal.	Monson and Burr.
Dr. Paul R. Walters, District Surgeon	Dinuba, Cal.	
Dr. T. D. Smith, District Surgeon	Kingsburg, Cal.	
Drs. M. and M. S. McMurtry, Emergency Surgeons	Clovis, Cal.	
Dr. T. D. Blodgett	Tulare, Cal.	Kingsburg and Earlimart.
Dr. J. A. Copeland, District Surgeon	McFarland, Cal.	
Dr. C. M. White, District Surgeon	Visalia, Cal.	Goshen and Exeter.
Dr. C. T. Rosson	Hanford, Cal.	Goshen, Armona and Caruthers.
Dr. D. E. Arnold	Kerman, Cal.	Kerman and Caruthers.
Dr. Wm. P. Byron	Lemoore, Cal.	Armona and Huron.
Dr. G. T. Mountford	Coalinga, Cal.	Huron and Alcalde.
Dr. S. A. Barber	Porterville, Cal.	Zante and Famoso.
Dr. W. W. Tourtillott	Lindsay, Cal.	Burr and Zante.
Dr. C. W. Kellogg, Division Surgeon	Bakersfield, Cal.	San Joaquin Division.
Dr. A. I. Fraser	Bakersfield, Cal.	Earlimart, Bealville and Gosford.
Dr. A. F. Schafer, Consulting and Emergency Surgeon	Bakersfield, Cal.	
Dr. H. W. Owen, Oculist and Aurist	Bakersfield, Cal.	
Dr. H. Hildreth, Emergency Surgeon	Delano, Cal.	
Dr. N. J. Brown	Tehachapi, Cal.	Bealville and Cameron.
Dr. H. M. Elwood	Mojave, Cal.	Cameron, Brown and Rosamond.
Dr. M. A. Williamson	Lone Pine, Cal.	Brown and Owenyo.
Dr. J. T. Arwine, District Surgeon	Lancaster, Cal.	Rosamond and Ravenna.
Dr. J. E. Wheat	Fernando, Cal.	Ravenna and Saugus.
Dr. H. V. Prouty	McKittrick, Cal.	Gosford and Olig.

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

JUNCTION SWITCHES.

(Switches to be set and locked as follows):

El Prado	**Friant branch and S. J. E. R. R. tracks for Friant branch track.**
Fresno	**Stockton Division main track and Kerman track for main track.**
Fresno	**Fresno-Bakersfield main track and Sanger branch for main track.**
Fresno	**Friant and Sanger branches for Sanger track.**
Kerman	**Armona and Stockton Division tracks for Stockton Division track.**
Ingle	**H. & S. L. branch and Stockton Division tracks for Stockton Division track.**
Hardwick	**H. & S. L. branch and Armona-Kerman track for Armona-Kerman track.**
Armona	**Goshen Jct.-Coalinga and Armona-Kerman tracks for Goshen Jct.-Coalinga track.**
Rossi	**Coalinga branch and Stratford branch tracks for Coalinga branch track.**
Goshen Junction	**Visalia and Coalinga branches with Fresno-Bakersfield main track, both for main track.** **Visalia main track on passing siding for passing siding.**
Exeter	**Visalia and Sanger branches for Visalia track.**
Porterville	**P. & N. E. and Porterville branch for Porterville branch track.**
Famoso	**Fresno-Bakersfield main track and Porterville branch for main track.**
Oil Junction	**Bakersfield-Fresno main track and Oil City branch for main track.**
Kern Junction	**Operated by interlocking tower.**
Gosford	**McKittrick branch and Sunset R. R. tracks for Sunset branch track.**
Mojave	**Bakersfield-Mojave main track and N. & C. Ry. for main track.**
Saugus	**San Joaquin Division main track and Los Angeles Division track for San Joaquin Division main track.**

LOCATION HOSPITAL STRETCHERS.

Fresno Storeroom.
Fresno Wrecking Train.
Fresno Baggage Room.
Goshen Junction.
Hanford.
Coalinga.
Exeter.
Porterville.
Bakersfield Emergency Hospital.
Bakersfield Wrecking Train.
Bakersfield Car Shops.
Bakersfield Machine Shops.
Bakersfield Baggage Room.
Tehachapi.
Mojave Car Shops.
Mojave Wrecking Train.
Mojave Baggage Room.
Owenyo.
Saugus.

HOSPITALS FOR SAN JOAQUIN DIVISION.

General Hospital, S. P. Hospital, San Francisco, Cal. Division Hospital, Crocker Street Hospital, Los Angeles, Cal. Emergency Hospital, Bakersfield, Cal.

AVERAGE WEIGHTS OF PASSENGER TRAIN CARS.

Kind of Cars.	Average Weights, Pounds		
	Wood	Steel	Steel Underframe
Baggage	79,000	90,000	
“ (Dynamo)		105,000	
“ and Mail	77,000	121,000-69′ 90,000-60′	93,000
“ and Passenger	61,000		
Buffet		130,000	122,000
“ (Dynamo)		146,000	
Business	107,000	178,000	135,000
Chair	86,000	98,000	
Coaches	80,000	95,000	
Dining	128,000	147,000	135,000
Horse Express	81,000		
Observation	122,000	145,000	131,000
Postal		110,000-60′ 77,000-40′	
Pullman Observation	124,500	151,000	127,000
“ Parlor	115,000	146,000	
“ Std. Sleepers	125,000	153,000	145,000
“ Tourist	94,000		133,000
Tea and Silk	48,000		

USE OF RETAINERS.

Pressure retaining valves on locomotive tenders must be used on all descending mountain grades.

All avaibable retainers will be used on passenger trains on grades as follows:

EASTWARD TRAINS:—From Cameron to Mojave.

WESTWARD TRAINS:—From Vincent to Harold.
From Tehachapi to Caliente.

On freight trains, retainers will be used on grades in accordance with Rule 54 of "Rules and Regulations Governing Air Brakes, Etc., effective May 1, 1915," as follows:

EASTWARD TRAINS:—From Cameron to Mojave.
From Vincent to Lang.

WESTWARD TRAINS:—From Vincent to Harold.
From Tehachapi to Caliente.
From McKittrick to Lokern.

Retainers will be used on other trains and under other conditions where in judgment of the engine and train crew it is deemed necessary to vary from the above rules.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent (over 1%) will not exceed 25 miles per hour, and on grades of this character, MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ANY ONE MILE SHALL NOT BE LESS THAN THREE MINUTES.

The above maximum speed restriction will not affect the speed on heavier grades and other locations, where the maximum is now provided.

MISCELLANEOUS.

On single track in Block Signal limits, Rule 86, second paragraph, is modified as follows: An inferior train will clear the time of first-class trains in the same direction not less than ten (10) minutes.

Approaching tunnels, by day, when within 300 feet, headlight must be displayed and continued until tunnel is passed.

Headlights of helper engines when coupled into trains must be concealed.

At least two loaded steel underframe cars must be placed immediately ahead of Mallet engines that are engaged in shoving.

Trains entering siding will do so under control. Responsibility for collision is placed with entering train.

When in an engineer's judgment, track which is protected by slow order is safe for a higher rate of speed than is allowed by such slow order, engineer will notify the conductor, stating what speed he considers safe, and conductor will then send a message to Superintendent from first open telegraph office covering information.

Engines of freight trains must be cut off to take water.

At unprotected railroad grade crossings, trains approaching will sound one long blast of steam whistle at proper distance from crossing, while train is running, in accordance with Rule 14 (m). After train has stopped and before passing over such crossing, engineer will sound two short blasts of the steam whistle.

Whistle signal covered by Rule 14 (m) applies when train is running.

Following additional whistle signal is authorized:

Sound	Indication
One long blast (————)	When train is standing; apply air brakes from rear and for test. To be used when hand signals cannot be readily transmitted.

At Fresno, all trains from Friant and Sanger branches will stop at junctions of these branches when entering yard.

At Fresno, eastward trains entering yard will be governed by signals from herder as follows: Trains from east side green signal, trains from west side yellow signal.

At Goshen Junction westward trains on Visalia branch must stop at stop board located at east end just opposite cross-over from Visalia branch to main track.

At Goshen Junction, the end of the Visalia Branch main track, will be at the point east of the station where first cross-over enters into the Visalia track.

At Famoso, the end of the Porterville Branch main track will be at the point west of the station where the cross-over from the main track enters into the Porterville track.

That part of these tracks between the cross-overs and the stations will be used as sidings, and trains using same will conceal headlight and display markers in accordance with Rules 17 and 19.

At Visalia, all trains will stop at Santa Fe tracks, and will not pass over crossing without receiving proceed signal from flagman, who must precede them.

At Exeter, all eastward trains must stop at stop board at junction east leg of wye with Porterville Branch.

At Bena engines must not go beyond a point 300 feet from switch into pit. Cars must be used in switching if necessary to go back of that point.

At Caliente, Bealville and Marcel siding next to main track will be known as eastward siding and be used by eastward trains; back track will be known as westward siding and be used by westward trains.

Freight trains will not go to Cliff for passenger trains, unless can get into clear or so instructed by dispatcher.

At Rowen, trains taking siding will comply with the following:

First-class trains will use middle siding entering at first cross-over.

Eastward trains, except first class, will enter at extreme west switch.

Westward trains, except first class, will enter at extreme east switch.

All trains, except first class, will use middle siding only under flag protection unless instructed by train order that middle siding is clear, but will not use the same when first-class trains are due to meet there.

Siding between east switch and east cross-over is designated as east siding.

Siding between cross-over switches is designated as middle siding.

Siding between west cross-over and west switch is designated as west siding.

Inside cross-over switches will be lined for siding.

Trains using sidings will depart through cross-overs.

At Woodford track on north side of main track will be used as siding for trains in both directions. House track must not be used for setting out or storing of cars.

At Summit, the siding known as "Old Siding" will be kept for use by Train 342, in cutting out helpers. Long track south of main track will be used for siding by other trains, and trains using same will enter at the extreme west or east switches.

Spur tracks at following stations between Bakersfield and Mojave must not be used by Mallet or Decapod engines: Sivert, Gravel Pit Bena, Caliente, Bealville, Rowen, Cable and Turntable Tehachapi.

The maximum tonnage rating per operative brake of 115 Ms. on both east and west sides of Tehachapi Mountain and 120 Ms. eastward from Mojave to Saugus, must be strictly observed. Oil cars equipped with latest Westinghouse empty and loaded brake device will permit the handling of 150 Ms. per operative brake.

In movement of helper engines light down the Tehachapi, the number of engines to be coupled together is restricted to the following: Not more than three Mallets; five Consolidations; three Mallets and one Consolidation; two Mallets and two Consolidations; one Mallet and three Consolidations.

At Mojave, trains entering yard will be governed by the following signals:

WESTWARD TRAINS: Santa Fe by Hall Signal. Southern Pacific by Signal 3811 (minute block).

EASTWARD TRAINS: Signal 3802 (minute block).

When necessary to signal westward trains, Herder will use yellow signal for Southern Pacific trains and green signal for Santa Fe trains. For eastward trains, Herder will use yellow signal.

Freight trains will not enter until signal is given by Herder.

At Honby, back track will be used as siding by freight trains and switches are so set. When necessary for passenger trains to take siding at that point, they will use the inside track up to point of cross-over.

Helper engines between Tehachapi and Summit will be governed by following:

A. Operator at Tehachapi will have a staff, and will deliver same to eastward trains having helpers to return from Summit, except as provided in Sections D, E and F.

Conductors of trains stopping at Tehachapi and requiring staff will personally procure same and deliver to leading helper engineer, personally notifying engineer handling train that he has done so.

For trains authorized to register by Form 2642, having helpers to return from Summit, operator will deliver staff to leading helper engineer and will hand to conductor and all other engineers in train, a clearance on which is written "Staff to Engineer."

B. After receipt of staff train may proceed to Summit, keeping clear of superior trains, providing train has also been cleared as required by the rules and regulations of Operating Department.

C. After an engineer has in his possession the staff, his engine and all engines at Summit may return coupled to Tehachapi regardless of opposing trains except first class.

D. As section C provides that helpers are required to clear first-class trains the staff need not be delivered to first-class trains except when such trains have helper to cut out at Summit and there are no helpers at Summit with which it can couple. Helpers when waiting at Summit to clear first-class trains will not leave without ascertaining whether such first-class trains have helpers to couple in with them.

E. When it is desired to run two or more trains to Summit, before allowing helper of any to return, operator will upon instructions from dispatcher deliver to enginemen and conductors of all such trains, except the last, in place of staff, clearance on which is noted, "Staff at Tehachapi," provided operator has staff in his possession. Clearance so worded will be sufficient authority for trains to move to Summit as if staff had been received. To last train staff will be given. "Staff at Tehachapi" clearances do not authorize trains to return to Tehachapi. When train receives "Staff at Tehachapi" clearance and is passed at Tehachapi by another train having a helper, the train which is passed will not thereafter proceed without first returning to telegraph office and ascertaining whether the train passing has the staff. If the train passing is given the staff, the train which is passed cannot thereafter proceed until staff is returned, and conductor will personally surrender all clearances to operator.

F. Staff will not be delivered to trains which have no engines to return from Summit. When there is no helper to return from Summit, "Staff at Tehachapi" clearance will be delivered (except to first-class trains) provided the operator has staff in his possession.

G. On return to Tehachapi, engineer with staff will personally deliver it to operator without delay.

Trains moving on staff between Summit and Tehachapi will register at Tehachapi in following manner:

In first column: Staff.

Second column: Signals (None) and balance of information as required by register.

In registering out register on separate line in the usual manner.

RATING OF LOCOMOTIVES--SAN JOAQUIN DIVISION In Ms. of 1000 pounds back of tender

CLASS			ENGINE NUMBER	Boiler Pressure	BAKERSFIELD AND FRESNO, BAKERSFIELD AND KERMAN, via ARMONA			BAKERSFIELD to MOJAVE	MOJAVE to BAKERSFIELD	MOJAVE to SAUGUS	SAUGUS to MOJAVE
					THROUGH East and West	LOCAL East	LOCAL West				
A—79	15-25/28	102	3016 to 3024	200	3470	3910	4130				
E—63	17/24	47	1331 to 1353	140	1765	2040	2105				
E—63	17/24	52	1309, 1312, 1326, 1327	140	1950	2210	2320				
E—69	18/24	69	1386, 1387, 1389, 1390, 1392, 1393, 1394, 1396, 1397, 1401	165	2380	2675	2825				
E—69	18/26	74	1464, 1465, 1466, 1467, 1469, 1471	165	2620	2820	3190				
E—73	20/24	89	1433 to 1443	190	3230	3620	3850				
E—73	20/24	92	1445 to 1458	190	3230	3620	3850				
E—73	20/26	100	1526 to 1540	200	3630	3920	4080				
M—63	20/28	126	1615 to 1719	190	4315	4845	5065	660	765	845	765
M—63	21/28	144	1725 to 1769, 1780 to 1803	195	4890	5500	5790	755	880	970	880
M—63	21/28	147	1804 to 1822	200	5020	5615	5925	755	880	970	880
T—57	18/24	76	2094	150	2630	2950	3115				
T—57	18/24	80	2040, 2053, 2073, 2081, 2082, 2095	165	2920	3285	3435				
T—57	18/24	86	2134 to 2153	160	2805	3155	3310				
T—57	18/24	92	2170, 2172	170	3020	3390	3580				
T—57	18/24	96	2155, 2175, 2180	170	3020	3390	3580				
T—63	19/24	105	2221 to 2234	160	2835	3650	3375				
T—63	20/26	112	2235 to 2273	180	3840	4300	4525	575	665	740	665
T—63	21/28	144	2301 to 2310	200	5020	5830	5925	755	880	970	880
T—63 T—63	22/28 22/28	160 162s	2312 to 2352 2353 to 2362	200	5490	6100	6510	815	955	1055	955
T—69	20/26	113	2212 to 2220	180	3560	4005	4155	575	665	740	665
T—69	20/26	124	2282	180	3650	4005	4155	575	665	740	665
TW—51 TW—51	20/26 20/26	111 120	2957 2938, 2939, 2941, 2942	160 170	4095	4600	4760				
TW—54	21/32	155	2914, 2915, 2917, 2918, 2919, 2921, 2922, 2923	170	4700	5280	5580	700	820	905	820
TW—54	23-35/32	155	2916 and 2920	180	5125	5760	6075	790	915	1010	915
C—57	22/34	172	2600, 2601, 2602, 2604, 2605, 2606, 2608, 2610	175				830	1000	1100	1000
C—57	22/34	176	2613, 2614, 2615, 2617, 2620, 2621, 2622, 2623	185				900	1050	1160	1050
C—57	23-35/34	173	2603, 2607, 2609, 2611	200				845	985	1085	985
C—57	23-35/34	177	2612, 2616, 2618, 2619	200				845	985	1085	985
C—57	22/30	180	2624 to 2679	200	5980	6720	7090	940	1070	1175	1070
C—57	22/30	184	2700 to 2751	200	5980	6720	7090	940	1070	1175	1070
C—57	22/30	187	2513 to 2599, 2752 to 2836	200	5980	6720	7090	940	1070	1175	1070
Mk—63	26/28	210s	3236 to 3270	200				1165	1355	1500	1355
MC—57	26-40/30	401s 395s	4029 to 4043 4044 to 4048	200				2170	2500	2750	2500
MM—63	25-38/28	320	4200 to 4211	200				1790	2070	2280	2070
Allowance for Empty and Under-loaded Cars–Ms			Less than 40 Ms		6	6	6	3	3	3	3
			40 to 50 Ms		3	3	3	0	0	0	0
			More than 50 Ms		0	0	0	0	0	0	0

F. N. McPHEE ....Fresno
D. S. WEIR........................Bakersfield
Trainmasters.

J. J. DUGGAN,
Chief Train Dispatcher.

C. H. NICHOLS,
Asst. Chief Train Dispatcher.

Train Dispatchers.
E. F. Wasem. J. S. Fockler. R. M. McLeod.
L. J. Baker. W. E. Watts. W. W. Burns.
W. E. Martin, E. L. Braswell. C. M. Coonrod.

F. M. WORTHINGTON, Superintendent.

P. SLATER, Asst. Superintendent.

MILEAGE.

Main Lines

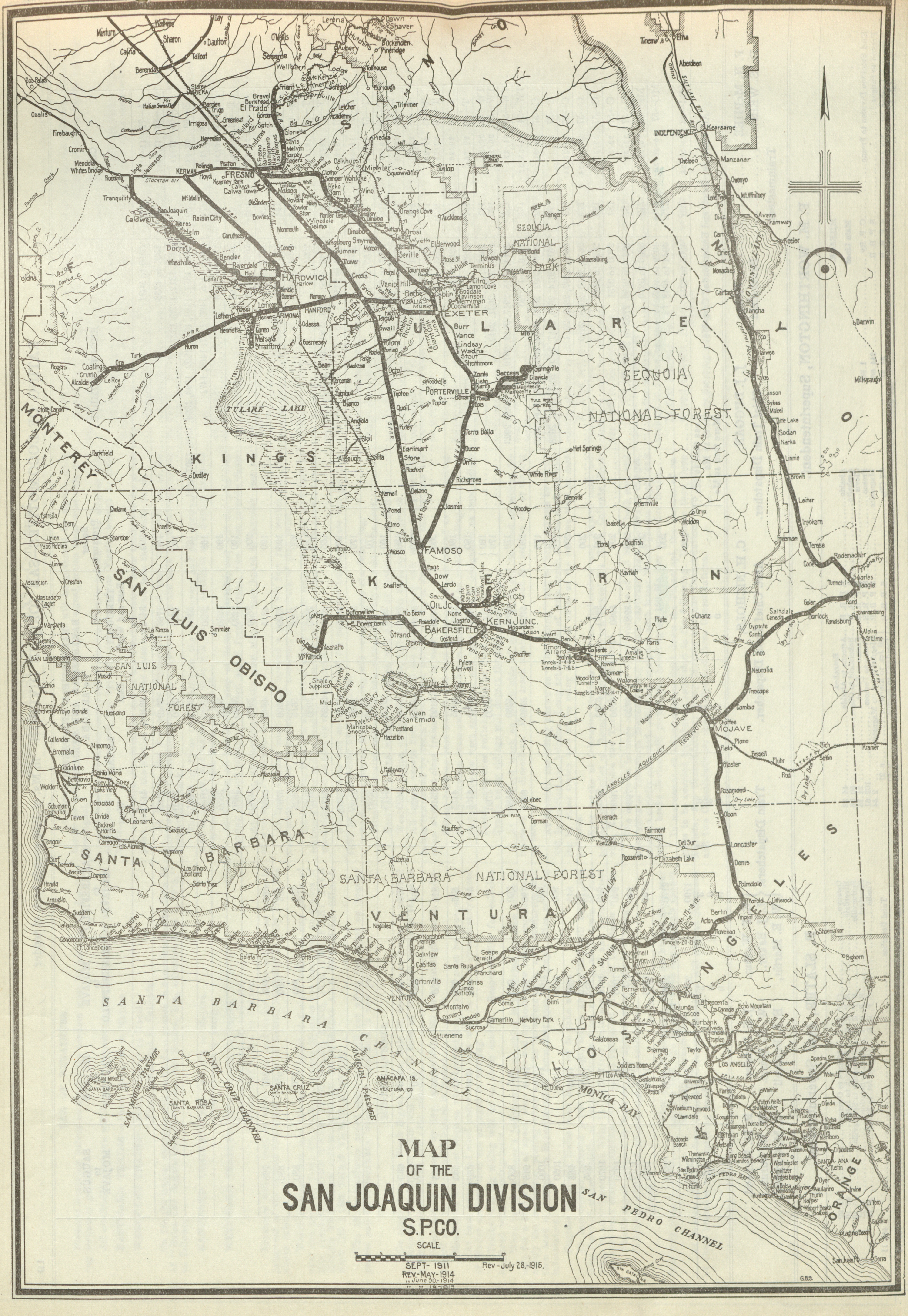
End Stockton Division to Fresno	C. P. Ry	1.80	
Fresno to Saugus	S. P. R. R	244.66	
Kerman to Goshen Jct.. Via Armona	S. P. R. R	51.37	
Total Main Line			297.83

Branches.

Alcalde	S. P. R. R	Armona to Alcalde		44.32
Asphalto	S. P. R. R	Bakersfield to Olig		50.06
Clovis	S. P. R. R	Fresno to Friant		24.14
Fresno	S. P. R. R	Fresno to Famoso		102.61
Magnesite	S. P. R. R	Magnesite Jct. to Magnesite		2.44
Oil City	S. P. R. R.	Oil Jct. to Ainrof	6.21	
		Treadwell to Porque	2.40	8.61
Owenyo	C. P. Ry	Mojave to Owenyo		142.90
Riverdale	S. P. R. R	Hardwick to Ingle		42.16
Springville	S. P. R. R	Porterville to Springville		15.86
Stratford	S. P. R. R	Rossi to Stratford		8.25
Visalia	S. P. R. R	Goshen Jct. to Exeter		16.76

Total Branches 458.11

Total San Joaquin Division 755.94


FRESNO
KINGS
TULARE
KERN
INYO
SAN LUIS OBISPO
SANTA BARBARA
VENTURA
LOS ANGELES
ORANGE
MONTEREY
SEQUOIA NATIONAL PARK
SEQUOIA NATIONAL FOREST
SAN LUIS NATIONAL FOREST
SANTA BARBARA NATIONAL FOREST
TULARE LAKE
OWENS LAKE
LOS ANGELES AQUEDUCT
SANTA BARBARA CHANNEL
SANTA CRUZ CHANNEL
SAN MIGUEL PASSAGE
ANACAPA PASSAGE
SAN PEDRO CHANNEL
MONICA BAY
SAN MIGUEL
SANTA ROSA
SANTA CRUZ
ANACAPA IS.
VENTURA CO
FRESNO
HARDWICK
HANFORD
GOSHEN JCT.
VISALIA
EXETER
PORTERVILLE
FAMOSO
BAKERSFIELD
KERN JUNC.
OIL JC.
MOJAVE
SANTA BARBARA
VENTURA
SAUGUS
LOS ANGELES
INDEPENDENCE
KERMAN
ARMONA
SANTA ANA
G.B.S.

MAP
OF THE
SAN JOAQUIN DIVISION
S.P.CO.

SCALE

SEPT- 1911
REV.-MAY-1914
„ June 30.-1914
„ „ 16-1915
Rev-July 28.-1916.